

ESTABLISHED 1857.

New Advertisements will be found on page 4.

I HAVE This Day RESUMED CHARGE
of the Company's Business at this Port
A. S. MIHARA,
Manager.
Hongkong, 11th September, 1900. [2]

NAVY CONTRACTORS, SHIP CHANDLERS, PROVISION and COA-
MERCHANTS, Hongkong and Port Arthur. CONTRACTORS for the GERMA-
and FRENCH NAVY in Hongkong, RUSSIAN NAVY, CHINESE EASTERN RAIL-
WAY CO. RUSSIAN GOVERNMENT DEPARTMENTS at Port Arthur. (21)

Proprietors.
Hongkong, 16th August, 1900. [22]

A. B. C. and all Codes used.
MADAR & FARMER, T. F. DA CRU
 Proprietors. Manager.
 Hongkong, 16th November, 1899.

INTIMATIONS.

BROWN, JONES & CO.
MONUMENTAL SCULPTORS.
AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
Design and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.

A. S. WATSON & CO.,
LIMITED,
WINE AND SPIRIT MERCHANTS.

Established A.D. 1841.

SCOTCH WHISKY.

- A—THOMAS'S BLEND, White Capsule, 10.80
B—WATSON'S GLENROCHY, MILD BLEND, Blue Capsule, with Name and Trade Mark, 10.80
C—WATSON'S ABELOUR-GLENLIVET, Red Capsule, with Name and Trade Mark, 12.00
D—WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule, 14.40
E—WATSON'S VERY OLD LAQUEUR SCOTCH WHISKY, Gold Capsule, 15.00

THOMAS'S BLEND and WATSON'S GLENROCHY are high-class Soda Whiskies, of greater age than most brands in the market.

ABELOUR GLENLIVET is a very old Peat Whisky (smoky) and could not now be replaced in stock at the price.

It is well known for its fine flavour.

It is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

A. S. WATSON & CO., LIMITED,
WINE AND SPIRIT MERCHANTS.

Established A.D. 1841.

BIRTH.

On the 7th September, at 6, Quinsan Road, Shanghai, the wife of C. L. WILKINSON, of a son.

DEATHS.

On the 21st August, 1900, at H.B.M. Legation, Peking of scarlet fever, MURRAY KIR, aged one year and nine months.

At the General Hospital, Shanghai, on the 7th September, 1900, JAMES THOMSON WILSON, aged 60 years.

The Daily Press.

HONGKONG, September 13th, 1900

Few of our readers will be surprised at the strength of Dr. Morrison's communication to the *Times*, in which he expresses the profound indignation felt by the European residents now released from their prison in Peking at the way in which the home authorities, both in London and Washington, have continued to receive honourably the Chinese representatives to whose "shameless lies and transmission of bogus edicts" was due the long delay in the relief of the Legations at Peking. We have often had to call attention to the way in which Lord Salisbury has had recourse to Portland Place for his information about Chinese affairs and the disgrace involved by the disregard of his own countrymen's warnings in deference to the interested misrepresentations of the Chinese Minister to Great Britain. Recently, too, we have had many opportunities of seeing that the United States Government has allowed itself to be deceived in a similar fashion by the Chinese representative at Washington. It must, of course, in fairness be admitted that diplomatic usages demanded that the persons of the Ambassadors should continue to be respected as before, in spite of the shameful violation of these usages by the Imperial clique and its followers at Peking. But that after repeated lessons any government should continue to put any credence in Chinese assurances, contrary to all indications of their untrustworthiness, merits nothing less than the "profound indignation" of which Dr. Morrison writes. We cannot fix the blame of this lying and deception entirely on the Chinese Ministers themselves, unless we can definitely prove that they actually invented the stories and edicts. If we can so prove, steps must be taken without delay to get rid of these culprits, and the question of

how to treat the disseminators of such fictions at the command of their own central authorities is a difficult one and cannot summarily be answered. A Minister at a foreign court who acts by instructions is not a free agent and cannot be punished even if he knowingly deceives, except by a request for his removal. The real blame in the matter lies on those who court deception by preferring the version from an already discredited source to the urgent representations of those whose duty it is to be well informed. Sir CLAUDE MACDONALD has suffered throughout his tenure of office at Peking by the unwillingness of the British Government to pay due heed to his statements. Even had they done so early in this year they would have been in possession of a very small part of the facts. The Intelligence Department in China as in South Africa has been miserably neglected, and what little work it has done has been rendered nugatory by the incredible folly of those at home. If with a recognition of China no amelioration comes of the system by which we keep in touch with Chinese affairs, one more lesson will have been wasted.

During the 24 hours preceding noon yesterday no cases of plague or deaths from plague were reported.

The march out in connection with the Hongkong Volunteer Corps ordered for next Saturday has been postponed until Saturday, the 22nd inst.

The Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals—

Lawrence Gibbs \$10

Inspector Macdonald and a party of police visited 67, Battery Street, Yau-mat, shortly after seven o'clock on Monday night, and on the first floor they found between 20 and 30 men playing at "Fai Kua." Ip Lam, who was evidently the keeper of the house, had a stack of dominoes in front of him, and he was throwing some dice and distributing some dominoes. He was arrested, together with 11 others. He was fined \$25, or a month, and the rest \$2 each, for 14 days.

A Post Office employee named P. A. Rosario, who resides at 28, Elgin Street, was charged with assaulting a rickshaw coolie named Wong Kung. The complainant told Mr. Hazlewood that at about half-past five on Monday night he was driving his master past Lyndhurst Terrace when he met the defendant and three other Portuguese. He called out, but just as he was passing him the defendant caught hold of the shaft of the rickshaw and then kicked him. The master of a piece-goods shop near Cornhill, and the defendant was fined \$5, or 14 days. A third person was dismissed.

Mr. George Waddell, of Ormsby Terrace, Kowloon, gave his boy, Un Hong, into custody on Tuesday night for leaving his service without reasonable notice and also for stealing six pieces of clothing, one umbrella, one gong, and one cap, on or about the month of February. The boy's story was that he had not run away but had been sick in hospital. He was afraid to go back to the complainant because the latter did not treat him well. He did not steal the articles in question. Several of them were given to him by the complainant in lieu of wages. His Worship considered the boy justified in keeping away from the complainant and discharged him.

Mr. C. T. Kew, dentist, who resides in Kowloon, called at Tsim Tsi Tsui Police Station on Tuesday night and reported that his coolie who had just come over from Hongkong had told him that between half-past seven and half-past eight, that night his business premises in Queen's Road Central had been broken into. He could not cross the harbour himself, as the lanchettes stepped running at six o'clock in the evening, so the Inspector telephoned to the Central Police Station. An investigation showed that a Chubb's patent padlock had been stolen from the door, but that the premises had apparently not been entered, nothing having been disturbed. A small boy informed the constable, told off to watch the premises that he had seen a Chinaman wrench off the padlock and take it away.

At the Magistrate's yesterday Mr. Hazlewood required into the disturbance which took place at Hung Hom on Sunday evening when Tak Chan, a hawker, living at 112, Market Street, Hung Hom, was arrested for behaving in a riotous and disorderly manner in a public street, and his mother was taken in charge for attempting to rescue him when he was in custody. Mr. A. Reid, of Messrs. Stewart, Thomas and Co., said that on Sunday night just after dusk he was returning in a horse-drawn carriage from Kowloon City to Hung Hom. On reaching the main road he found that there was quite a crowd there, and they would not get out of the way. As he was getting out of the crowd three dogs were thrown at him from the first floor of a house. This made the horse rear, and he got off. A man about 12 yards from him then threw a stone at him but missed him. An Indian constable arrested the defendant. Indian Constable 620 said he was on duty in Hung Hom at about 8.20 p.m. on Sunday when he saw the complainant walking towards him. There was a crowd following him, calling out "Ta, ta." He then saw the defendant with two dogs in his hand. He threw one at the complainant and one at witness. The crowd numbered about 150. The defendant was one of the crowd, which was very riotous. A fine of \$25, or two months, was imposed. The old woman was discharged with a caution.

Sir Walter Miller arrived at Tientsin on the 24th ult.

It is reported from Tientsin that Major-General Wogack is very ill indeed. His case is said to be desperate.

The *Thales*, which arrived yesterday from Swatow, reported that when she left that port on the 10th inst. H.M.S. *Mohack* and the German *Tiger* were there.

Possibly it is a sign of a rapprochement between France and Germany that, according to a special despatch to the *Orient Express*, the Berlin municipality will not celebrate the Sedan anniversary this year.

It is reported that 2,000 more coolies are wanted for the German troops in China, and that keen competition is going on between the Japanese emigration companies and the coolie agents to obtain the contract.

Commander Uselson, of H.I.G.M.S. *Hertha*, is reported to have been attached to the staff of Count von Walcksee, Commander-in-Chief of the Allied troops. Captain Dergowski has been appointed commander of the *Hertha*.

We welcome the reappearance on the 25th ult. of the *Peking and Tientsin Times*, after an interval of over two months. It was on the 15th June last that the staff of the Tientsin Press ran away and thus abruptly suspended the life of our contemporary.

A correspondent writes to the *N.C. Daily News* drawing attention to the fact that the Indian troops at Shanghai are encamped in a malarial and unhealthy spot and to the rumour that 200 of them are already sick. He calls for their removal to a higher and more desirable spot.

The *Proctor* correspondent of the *Morning Post*, in a despatch dated August 10th, says that President Kinger is contributing between \$2,500,000 and \$2,750,000 to the election expenses of William J. Bryan. He also says that Webster Davis has received \$125,000 towards the expenses of the Democratic campaign in the United States.

The Imperial Bank of China, as will be seen from an advertisement appearing in another column, announces that a quantity of its issued notes have been stolen by the "rebels" at Peking, and cautions the public against having anything to do with the Bank's Notes payable at its office at Peking in Ching Ping Tsu Yin currency, as it accepts no responsibility for the stolen notes. The numbers will be advertised as soon as possible.

The *Daily Express* has sent a correspondent to the Mediterranean to find out how much steam coal is stored there by those who may bear future enemies. Commenting on this, another London daily says:—"The correspondent is greatly alarmed, though we cannot see any reason for his panic. The French have 196,000 tons, he computes, of this precious coal in their vaults. They will need to increase that reserve to an enormous extent before they will be able to regard the future with equanimity as far as smokeless coal is concerned. In view of war, 196,000 tons of steam coal are hard by worth consideration. But that in no way affects the question whether or not the Government should prohibit the export of so valuable, and in war time invaluable, a commodity as the steam coal of South Wales."

A boy in the employ of Mr. T. G. Hughes, of Kowloon, was charged yesterday with being in unlawful possession of a breach. The breach was mislaid about a month ago and in another breach being lost the other day Mr. Hughes instituted a search. He called the boy to turn out his bag, but found nothing. His suspicion not being allayed he caused the boy to turn out his bag again. The boy protested to do this, but Mr. Hughes noticed that he took care to keep his hand in a certain place, and on making him take it away he found he had held of the breach less than a month ago. The boy's excuse was rather a thin one. He said he found the breach in the dark and that as he did not know who it belonged to he kept it. His Worship told him he was satisfied that he had stolen the breach, and that it was lucky for him he had not been charged with larceny. He would be fined \$10, or two months.

A BRITISH TRANSPORT IN THE TYPHOON.

The British transport *Nedden*, which left Rangoon on the 1st ult. and arrived in the harbour at about 11 o'clock yesterday morning with the 6th Burma, had a fair passage until she arrived within 60 miles of Hongkong on Monday night, when she was caught in the typhoon, which Captain Willis could not attempt to avoid on account of his being too near land. The squalls struck the ship with a great force, and the sea being extremely heavy, the vessel became unmanageable. The troops were bottled down, nobody but the ship's officers being left on deck. The foremast was carried away to starboard, followed by the main top-gallant mast and mizen top-mast, and the deck was swept clean. Two boats were carried off and another left hanging down the side. Twenty-three men and four horses were killed and 163 sheep washed overboard. A native sustained a slight fracture of the skull, but no one else appears to have been hurt.

TELEGRAMS.

"DAILY PRESS SERVICE."

THE CRISIS IN CHINA.

London, 11th September, 8.50 p.m.

PEKING'S INDIGNATION—BRITISH AND AMERICAN CREDULITY.

Dr. Morrison, *Times* correspondent at Peking, reports that profound indignation prevails at Peking that the Chinese Ministers in London and Washington, whose shameless lies and transmission of bogus edicts delayed the relief of the foreigners in Peking, are still honourably received.

CHINESE MINISTERS' ANSWER.

H.E. Lofenglu denies Dr. Morrison's allegations at great length.

REUTERS' SERVICE.

London, 10th September.

THE WAR IN SOUTH AFRICA.

The Boers have recaptured Bethlehem, Fouriesburg, Senekal and Lallybrand, which the British evacuated.

THE CHINA QUESTION.

It is stated in Washington that two European Powers have approached Lord Salisbury with the suggestion that Sir Robert Hart be appointed peace plenipotentiary.

Slightly damaged.—Five houses, Victoria Terrace, Mr. McLeish's house, Mr. de Linds's house, German Club, Dr. Irwin's house, Messrs. Jardine, Matheson & Co., Messrs. Telge, Shroeter & Co., Mr. Anderson's house, Messrs. Charlow & Co., Tientsin Water Works, Tientsin Gas Works.

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BRITISH ARMY REFORM.

The *Morning Post* urges the appointment of Lord Roberts as Secretary for War and says that since 1895 the Commander-in-Chief has been merely an administrative puppet.

London, 10th September.

THE HURRICANE IN TEXAS.

The damage to property at Galveston amounts to \$10,000,000. Fifteen hundred lives were lost in the town and eight steamships wrecked. The storm swept and ruined the Texas cotton belt.

MILITARY APPOINTMENT.

Sir William Butler has been appointed to the Aldershot command.

THE SOUTH AFRICAN WAR.

General French, whilst advancing from Barberton to Carolina, captured three successive positions with a small loss. General Buller on Saturday carried a precipitous ridge, 1,500 feet high. The enemy retreated.

THE CRISIS IN CHINA.

LOCAL MOVEMENTS.

Late on the 10th inst. the transport *Lavada* returned from Weihaiwei.

The *Nuddel* and *Wavona* arrived from Rangoon yesterday, the former bringing the 6th Burma Light Infantry and the latter 7 British officers and 512 rank and file, with horses and mules.

The German gunboat *Tiger* came in from Swatow yesterday, and the Portuguese cruiser *Adamastor* from Macao.

The *Nirvaji* and *Canning* started on their return journey to Bombay yesterday.

CORRESPONDENTS RETURN FROM PEKING.

The special correspondents of the London daily papers are beginning to come back from Peking, some arriving with the returning transports yesterday morning. In the course of a brief conversation one of them told a representative of this paper that he was surprised at the prevalence of the story that the British troops were the first to enter Peking. As a matter of fact the Russians got in on the morning of the 14th ult. The British, however, reached the Legations first, and this probably led to the impression that they had the honour of first entry. The Japanese reached the Imperial City before the other allies and seized all the gates. They would not permit anyone to enter, or informant continued, except General Gaseles himself. An interesting fact is that Japan was represented by no less than 23 press correspondents on the expedition. England coming next with 18. One English correspondent applied for leave to go with the Japanese contingent, but General Fukushima thought he had his hands full enough with his own countrymen.

Mr. E. T. Head, Hongkong readers will be interested to hear, soon recovered from his attack of dysentery and was still in Peking when our informant left. He was very popular with all at the front, we are told. With regard to China ponies, so hard to obtain before the expedition started, they are now to be picked up for next to nothing in Peking. The general impression of the correspondents seems to be that their business is over—nothing more to be reported.

TIENTSIN.

THE CONDITION OF THE TOWN.

The re-established *Peking and Tientsin Times* commenting on the "surprise, not untinged with positive disappointment," of visitors to the Settlements at the little damage visible, says—

"We recommend anyone wishing to get a vivid impression of the Chinese fire and its effects to

go through the French Settlement till they reach the river, and then round the Bund back to Consular Road, and they will see a scene of ruin and desolation, exclusive of Chinese houses, which will astonish them. The British Settlement does not undoubtedly outwardly bear evidence of the terrific floods of bullet and shell to which we were subjected for precisely a month; but if we are to credit statements, neither did Mafeking or Ladysmith. A house may be very badly damaged by shot and shell without its walls falling flat, or its chimney-pots being prone upon the doorstep, and many residences which outwardly preserved their symmetry are inwardly ravaged by shrapnel and perforated with countless bullet-holes. Instances of this are the T. T. & Lighter Co.'s office, Hongkong and Chartered Banks, Astor House, Hotel, British Consulate, Japanese Consulate and in fact the majority of the buildings struck, not once but time and time again, each shell wrecking some inner wall and furniture and doing hundreds of dollars worth of damage. In the Hongkong Bank a shell telescoped three upper rooms and wrecked contents; the Astor House had one room literally demitted, pictures and all, by a shell which left the smallest possible aperture in the outer wall, but exploding, smashed the ceiling, walls and doors of three rooms more or less. The Gordon Hall stands apparently intact except for a few abrasures of the tower walls which might almost pass unnoticed, but in the residential part of the house the damage was widespread, in part, a bedroom wrecked, and various other damage done.

Buildings damaged seriously.—Hongkong Bank, Chartered Bank, British Consulate, French Consulate, Japanese Consulate, Messrs. Philip & Co., Railway Offices, Messrs. Tait & Co., Messrs. Watson & Co., Tientsin Hotel, Astor House Hotel, Clearances House, Taka Tag & Lighter Co., W. A. Forbes & Co., Messrs. Liddell & Co., Mr. Kline's house, Mr. Suesmih's house, Messrs. Collins & Co., Tientsin Club, Messrs. Wilson & Co., St. Louis Cathedral, Gordon Hall, Temperance Hall.

All the above had more than one shell, and many up to eight and ten. We do not pretend that any of these lists are complete.

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Terrace, Mr. McLeish's house, Mr. de Linds's house, German Club, Dr. Irwin's house, Messrs. Jardine,

SUPREME COURT.

12th September.

IN BANKRUPTCY JURISDICTION.

BEFORE HIS HONOUR MR. J. CARRINGTON, C.M.G. (CHIEF JUSTICE).

No. 5 of 1900.

THE HO PUI NAM AND LI SHING CHEONG, DEBTORS, EX PARTE HO KIM TONG, A CREDITOR, AND ALSO NOS. 6, 7, AND 8, OF 1900.

The Chief Justice gave judgment as follows:—

By this motion certain execution creditors of the Kam Hing Shing Koo firm ask the Court for an order that an account be taken of the goods, chattels, and furniture of the firm and of the proceeds of sale thereof and of all other, if any, the moneys, effects, and property of the firm come to the hands of Mr. Bruce Shepherd, as Official Receiver, Interim Receiver, or Trustee in the above-mentioned bankruptcy, or any of them, or otherwise, and that an inquiry be made as to whether there are any and what joint creditors of the firm besides the applicants and what are the amounts due to such other joint creditors respectively, and that the joint assets of the firm (after payment of the applicants' costs) be applied ratably and *pro rata* in or towards satisfaction of the amounts due to the applicants and such other joint creditors, if any, of the firm, together with interest and costs in priority to all costs, expenses, and claims in the above-mentioned bankruptcies or any of them.

Notice of the motion was by direction of the Court, served on Mr. Bruce Shepherd, and on the 27th ult. the motion was argued by Mr. Reece for the applicants and Mr. Monney for Mr. Bruce Shepherd.

The facts of the case are not in dispute; the only question is as to the validity of the proceedings of Mr. Bruce Shepherd as Official Receiver, and Interim Receiver, and Trustee with respect to the distribution of the assets of the firm.

It appears that there are eight partners in the firm, four of whom, namely, Ho Pui Nam, Li Shing Cheong, Chan Sui Chuen, and Cheong Kwai Che, are, or at any rate were, resident in the Colony, while the remaining four are resident out of the jurisdiction of the Court.

On the 5th February, 1900, under a petition in bankruptcy—Nos. 5, 6, 7, and 8 of 1900—were filed against the firm of Kam Hing Shing Koo, carrying on business under the styles of Kam Hing Shing Koo, and Kam Hing Shing Koo, the Official Receiver, Mr. Bruce Shepherd, was appointed Interim Receiver of the estate of the debtors. Under this order the Official Receiver took possession of the property of the firm in which the debtors were partners. On the 8th March, 1900, a receiving order was made in respect of the estate of the firm and of the debtors.

On the same 8th March, 1900, petitions in bankruptcy—Nos. 6 and 7 of 1900—were filed against Chan Sui Chuen and Cheong Kwai Che respectively, and on the 5th April, 1900, receiving orders were made in respect of their estates. On the 23rd March, 1900, a petition in bankruptcy—No. 8 of 1900—was presented against the firm.

By an order dated the 30th April, 1900, and made on the application of Mr. Wai Chuen, one of the non-resident partners of the firm, the receiving order made in Bankruptcy No. 5 of 1900 in respect of the estate of the firm was rescinded and the Official Receiver was ordered to withdraw from possession of the said estate.

On the same 30th April, 1900, in Bankruptcy No. 8 of 1900, an order was made appointing the Official Receiver to be Interim Receiver of the estate of the firm.

On the 3rd May, 1900, the debtors in Bankruptcy Nos. 5, 6, 7, and 8 of 1900, namely Ho Pui Nam and Li Shing Cheong and Chan Sui Chuen and Cheong Kwai Che, were severally adjudicated bankrupts and the Official Receiver was appointed Trustee in each Bankruptcy.

On the 9th July, 1900, on the application of the four non-resident partners of the firm an order was made, dismissing the petition in Bankruptcy No. 8 of 1900, and ordering the Official Receiver to withdraw from possession of the estate of the firm.

Some correspondence then took place between Mr. Reece, as representing the non-resident partners, on the one side, and the Official Receiver and Messrs. Monney and Brutton, the solicitors for the petitioning creditors in Bankruptcy Nos. 6 and 7 of 1900, on the other. From this correspondence it appears that, in compliance with the last-mentioned order, the Official Receiver withdrew from possession of the estate of the firm in Bankruptcy No. 8 of 1900, but remained in possession of it in Bankruptcy Nos. 6 and 7 of 1900 and presumably also in Bankruptcy No. 5 of 1900.

In this correspondence Mr. Reece protested against a sale which the Official Receiver proposed to make of the goods, chattels, and furniture of the firm in these last-mentioned bankruptcies. The sale, however, took place on the 17th July, 1900. In the last letter of the correspondence, which is dated the 18th July, 1900, Messrs. Monney and Brutton informed Mr. Reece that Messrs. Monney and Brutton intended to proceed strictly in accordance with the Bankruptcy Ordinance. I understand that the firm and the separate estates of the four bankrupt partners respectively, had been administered in accordance with the Ordinance laid down in the Bankruptcy Ordinance, 1891.

If this impression is correct, there is hardly any point of substance in controversy between the parties, because the claims of Mr. Reece's clients, who are creditors of the joint estate, will not be prejudiced by the claims against the separate estates of the four bankrupt partners. But on the point of procedure Mr. Reece contends that the Official Receiver as Trustee in the bankruptcies of the four insolvent partners has no power to administer the joint estate of the firm without an order of the Court for that purpose. On the argument of the motion he cited a number of cases in support of this contention. Mr. Monney on the other hand relied upon section 33 (3) of the Bankruptcy Ordinance, 1891, which prescribes the mode in which the joint estate of partners and the estate of partners are respectively to be administered. But this subsection forms part of a section which relates to priority of payments in the distribution of the property of a bankrupt, and the words in the subsection "the joint estate of partners" have reference to the property of a partnership, the members of which have been adjudicated bankrupt. This is not the case here; there has been no adjudication against all the members of the firm but only against some of them. The result seems to be that the separate estates of the four bankrupt partners have been administered in accordance with the Ordinance, and has held the joint estate of all the partners, that is, the property of the partnership. His conduct in so taking possession and selling is not impeached by this motion, but it is alleged that he has no warrant in law for proceeding to a distribution of the joint estate without the express sanction of the Court. After a careful examination of the cases and authorities bearing on the point, I have come to the conclusion that this position is well founded, and that the distribution of the

joint assets must be made under the express authority of the Court. There will therefore be an order in the terms of the motion so far as it concerns this point. I do not think there is any need to direct an account to be taken of the property of the firm or an inquiry to be made as to the joint creditors, because I understand that the joint creditors have been required by advertisement in the usual way to come in and prove their claims against the joint estate. The order must be so drawn as to cover these proceedings.

The applicants and the Official Receiver must both have their costs in priority out of the joint estate. Messrs. Monney and Brutton were for Mr. Bruce Shepherd and Mr. J. F. Reece for the execution creditors.

LATE TELEGRAMS.

NEWS VIA HANGKONG.

THE WAR IN SOUTH AFRICA.

Simla, 23rd August.

The following casualties have occurred in South Africa:—Action near Vunywaky, on 21st August, 2nd Gordon Highlanders, killed, Lance-Corpl. J. W. Robertson; wounded and doing well, Corpl. E. Harrison.

So many members of Lumsden's Horse are finding openings in South Africa that the Government of India have been asked and have provisionally agreed to those of them that are desiring to be discharged in South Africa and allowed to make their own arrangements as to stopping in or leaving the country.

London, 30th August.

A Boer deserter, who has reached General Buller's camp, describes the position of General Buller's army as desperate. He states that they are short of ammunition.

The Liverpool, who escaped from the disaster at Leeuwkloof in the early part of General Buller's advance, accuse the enemy of great treachery and brutality. They state that the Boers were seen to deliberately kill the wounded and that they treated the prisoners with great harshness.

In the assault on Machedodorp Colonel Broadwood, commanding the 2nd Cavalry Brigade, had his horse shot under him and was himself hit in the leg.

THE NEXT COMMANDER-IN-CHIEF.

London, 30th August.

It is authoritatively stated that Lord Wolseley retires at the end of October and that Lord Roberts succeeds him as Commander-in-Chief of the British Army.

THE PLAGUE.

Simla, 23rd August.

A future considerably increase in the plague mortality throughout India is reported. The total number of deaths in the past week having risen to 629, of which Mysore State reports 251, Mysore City having 183, and Bangalore City and Cantonments 21 deaths. Bombay City reports 75 deaths. Bombay districts 160, Madras Presidency eleven, Calcutta 84 and Bengal districts eighteen deaths. The remainder of India continues free.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board will be held to-day, Thursday, 13th September, at 4.15 p.m. on the premises of THE DAY.

1. Letter from the Colonial Veterinary Surgeon relative to an outbreak of Rinderpest at the Government Depots, Kennedy Town.

2. Report of Sub-Committee on the Inspectors' Quarters at Castle Depot.

G. A. WOODCOCK, Acting Secretary.

AGENDA.

1. Reports furnished by the Malaria Committee of the Royal Society, and Minutes by the Medical Officer of Health.

2. Report on the Plague Epidemic in Kobe and Osaka during 1899 to 1900.

3. Statement showing Plague cases and deaths in Bombay City, from 17th July to 30th July, 1900.

4. Portnightly lime-washing return.

5. Mortality Returns from Macao for the weeks ended 26th August and 2nd September, 1900.

6. Mortality Statistics for this Colony for the weeks ended 25th August and 1st September, 1900.

7. One application for licence to keep cattle.

DISASTROUS FIRE AT YOKOHAMA.

On the night of the 1st inst. a fire broke out upon the premises of the Electric Light Company's Works in Tokiwacho, Yokohama, resulting in the total destruction of the premises and plant, valued roughly at yen 30,000. The fire, the *Japan Herald* says, is supposed to have started in one of the rooms upstairs, where one of the firemen had carelessly allowed a quantity of burning tobacco ash to remain on the floor. It spread with remarkable rapidity, and when the firemen downstairs first received the alarm from the firemen, the upper floor of the building was a mass of flames. The engine-room was soon converted into a roaring furnace, and shortly after the outbreak an impressive view of the interior of the brick building, with the chimney smoking aloft in the midst of the flames, could be obtained from a great distance. Superintendent Morgan, with his brigade men, two hose-poles and stand-pipe, quickly proceeded to the scene and started to combat the flame with water drawn from numerous hydrants. He was assisted by the other brigades. The safety of the Minato Theatre, situated just behind the Electric Light Company's building, was at one time entirely jeopardized, but thanks to the excellent work of the brigade, it was eventually saved together with the other neighbouring houses. The calm weather which prevailed and the solid construction of the Company's building greatly helped the firemen in their task; otherwise a far greater calamity would have been inevitable. Estimates place the aggregate loss at about yen 30,000 only, this being the cost of repairing the machinery. Neither the building nor the engines were insured.

It is not only human pedestrians, it appears who fear the bicycle. According to a writer in the August number of *Cassell's Little Folks* it strikes terror into the heart of the king of beasts. Few men can ever have been placed in the awful situation in which Mr. A. B. Lloyd, the African missionary and traveller, once found himself, he says. He was "biking" one day on the main road five feet wide, leading to Uganda, when, turning a corner suddenly, he saw, not twenty yards ahead, a big lion crouching down and facing him. To his left was a steep rock, twenty feet high, and if not impossible to climb. To his right by a ravine a hundred feet deep, at the bottom of which ran a river. He had to make up his mind what to do, right there. Taking his courage in both hands, he straight on. Raising his head and shouting at the lion, he dashed at it. The lion, disarmed at this weird figure, gave one hideous yell and turned tail, flying panic-stricken into the jungle.

REVIEW.

Tropical Diseases. By PATRICK MANSON, C.M.G., M.D., LL.D., London, Cassell and Co. It is now two years since the first edition of Dr. Manson's popular treatise on Tropical Diseases appeared. The fact that "a new and enlarged edition" is already called for shows how well-appreciated by practitioners and the public this work has been. As the author, in his introduction, states, his book is not intended to compete with large or full treatises dealing with Eastern diseases, such as Davidson's and Hirsch's are, but if we may be allowed to criticize so very able and useful a book, we would say that it is too much of a compendium, a book to be recommended by "the crammer" to be "got up" for examination.

Undoubtedly it is this very quality which has made the treatise so popular, but we cannot fail to remember that the practitioner, for whose use and benefit it is intended, is not a raw student, straight from the Lecture-room and Hospital, whose sole ambition is not to be plucked, but a fully qualified medical man who, let us hope, has made the most of his time in special hospitals, or as assistant to private practitioners, or in "taking out" extra courses, and whose ambition goes beyond a third-rate practice in a country-town or mining district, and who is determined to seek for name and fame in the gorgeous East. For such, I cannot help thinking, a larger and more ambitious volume would have been more appropriate and given greater scope to the author's well-known talent and evident industry.

As might be expected, owing to the interest of the subject, and widely dispersed nature of the material, Malasia occupies nearly a third part of the book, and it is in the chapters devoted to its consideration that most of the new matter introduced in this edition is found. The whole question of the genesis and mode of infection in Malasia has been carefully and persistently studied during the past two years, largely due to the impetus given by the newly-started schools of "Tropical medicine," which have sent forth commissions to Africa, South America, Italy, etc., and have thus gathered valuable information, the gist of which our author has embodied in his work. In the writer's student-days "Tropical medicine" was as unknown a region to the average student as the North Pole or Saturn; now every up-to-date medical school has its lecturer on "Tropical medicine." London and Liverpool have their post-graduate courses on the same subject. Much of the credit for this advance is due to our author, who, through his official connection with the Colonial Office, has been able to influence the ruling powers.

Some thirteen pages, pp. 19–33, are now matter are introduced, giving more minute directions for preparing and staining slides of malarial blood. Strangely Thia's hæmatin and alum stain, used by the West African commission is not mentioned. A very full description of the plasmodium in its various forms is given, together with the mode of transfer by the mosquito to the human body, and the development of one of the phases of the parasite in the stomach of the anophel.

An anophel, we must explain, is that species of mosquito which, as far as can be ascertained, acts as "host" to the plasmodium, and may be recognised, as might be considered natural in such a vicious animal, by standing on its head when at rest, in contradistinction to its quieter brethren who, in like circumstances, use their legs like ordinary individuals. Another point of interest is that the female mosquito is alone the "blood-sucker," not unlike its human prototype.

Its favorite habitations are these nice little paddles which Chinese like to leave around the back premises of houses, or these neat quiet pools which the enthusiastic amateur gardener keeps in front of his drawing-room windows for ornament or use. The Japanese are more sensible. They also have their land-scapes and miniature lakes, but in the latter they cultivate gold fish, deadly enemies of the mosquito larva. This may quite well account for the immunity of many malarious-looking places in the flowery land from paludism.

Dr. Manson states (p. 25) that the mosquito is not a mere carrier of malaria but is necessary for its development, so that if there are no mosquitoes there should be no malaria, but we know that malaria is just as active when man is not present. There are many districts in India and Africa uninhabited, not to mention the well-known case of the Roman Campagna, where the population is about nil, in which the malarial germ, to use the old term, is a most dangerous factor, and the only explanation given is that blackophores exist in the soil, and that these, though long defunct, are liberated by digging. Why then does malaria disappear after cultivation? Stephens and Christopher (on malaria in Freetown) state that there is a marked concentration of anophelæ "wherever a clearing with human, and especially native, dwellings is made." They point out as a still more potent factor that anophelæ "swarm in the dirty native quarters and aggregate in dirty native villages" when the European houses will be almost free, and combat the popular theory "that natives are less prone to malarial disease because they are not so frequently bitten," showing they are as liable to attack by mosquitoes, but do not show it, their skin being less irritable. From these various statements it may safely be concluded we have much still to learn about the genesis of malaria.

A point in this connection of much interest to dwellers in Hongkong is that malaria is undoubtedly rampant in just such places as the African Commission describes. The nullahs at West Point, down the Peak Road, between Magazine Gap and Aberdeen, at Quarry Bay, at East Point behind the old Police Station, now the Bay View Hotel, are just the typical breeding places of anophelæ, which are invariably found in mountain streams and pools left by the subsidence of the

water, and it is further stated that the danger of malarial water is that it leaves pools which become breeding-places for mosquitoes. It has long been recognised that these conditions exist all through the West Point which, since the soldiers encamped there in the forties were devastated by malaria down to the present day, when every house has some or all of its occupants down with fever, has been notoriously malarial. Surface and deep drainage are given as prophylactics, recommendations made by the Hongkong Commission in 1880. Perhaps the P.W.D. will now take note and exert themselves.

On p. 115, in favour of the mosquito theory, it is noticed that Mauritius, previously absolutely free from malarial disease, suffered from a severe epidemic of malaria due most likely to the introduction of a new species of mosquito, which was favoured by the numerous puddles found everywhere. In the Walcheren expedition it is an established fact that the soldiers who slept even a few feet above the ground escaped malaria, whilst those lying on the ground suffered terribly. This would seem to bear out the author's remark that mosquitoes rise only a few feet above ground, but on the other hand we know as a fact that many persons sleeping in the second or third floors of houses are frequently attacked. The danger of disturbing soil (p. 120), particularly during the warm season, the fact that chills bring out the latent plasmodia, as evidenced by the occurrence of fever on return to a cold climate, and the prevalence of fevers in draughty houses and exposed sites, seem to show that the mosquito theory hardly accounts for everything. The author's statement that malarial attacks are more common, more severe, and more dangerous in young children than in adults is hardly borne out by facts. Children are certainly more susceptible, but few practitioners here will recall many deaths from malarial fever in children.

Another statement that a malarial patient is dangerous to his neighbours, since he may spread disease (p. 121) if bitten by the proper mosquito should be true in theory, but is not confirmed by experience. The writer, for instance, has never known malaria spread through the wards of a hospital in this manner, nor have inquiries amongst other eastern practitioners elicited such facts. The assertion made in the old edition on the authority of Grassi and Faletti that the crescent body is a distinct and independent species of parasite is now disproved by Ross's observations, which show that the destiny of these bodies are "the formation of the flagellated body and certain spheres belonging to the special type of plasmodium in which the crescent occurs." It may be remarked that crescents occur only in the more severe forms of malarial fever.

There are numerous other interesting facts noted in connection with what may be termed the theory of disease, but we pass on to the practical and probably more generally interesting portion of the book.

Our author notes that in India many cases returned as "Arden Fever" are really malaria, a fact which can be readily demonstrated by the microscope; hence the necessity of every practitioner in the East being able to examine blood and intelligently deduce his diagnosis therefrom—most important too for the patient, as the treatment of the two forms of fever differ materially. He also points out that apæmia, an affection of the brain, occurring in malarial attacks, is due to parasites in the vessels of the brain, a fact already noted by Thia, who showed some beautiful specimens in the brain of a patient from South Africa.

A statement is made that Hæmo-globinuric fever, so common in Africa, occurs in South China. The writer in a long experience has never met such a case, except in those returned from Africa and infected there.

An interesting fact is noted that, contrary to what might be expected, rapid anaemia is out of proportion to the number of plasmodia found in the blood and an explanation is given that it is probably owing to the lowered hæmo-globinuric value of the blood corpuscles. The writer can support this view, having lost a young patient lying in a not markedly malarious district, whose death was due to extremely rapid blood deterioration, though the blood did not contain by any means numerous plasmodia.

On p. 97, an ingenious explanation of the production of hæmo-globinuric, is given, viz., that on the breaking up of the plasmodia, in the ordinary cycle of the fever a digestive agent, which it had previously used in absorbing individual blood corpuscles, is set free and then runs riot amongst and attacks healthy corpuscles, setting free hæmo-globin, thus producing one of the most dangerous sequelæ of malaria.

On p. 102, the author shows that our bodies contain a defensive agent which kills malaria, i.e., phagocytes, which being lost eat up the plasmodia. Our object should be to cultivate these beasts just as we would bees. That which promotes their well-being is warmth, rest, good food, the comforts of a hospital and the removal of the patient from the district or place where the opposing battalions are recruited; tonic influences, i.e., good air and cheerful society help the phagocytes, depressing influences, as a wetting, a surfeit, over-fatigue, anxiety, grief, favour the development of plasmodia. Our author in giving recommendations to the new arrival states that one of the greatest causes of breaks-down in the East is that he (the new arrival) "will persist in dietetic habits appropriate to his native land," which seems to be a thrust at overeating, but a little further on he consoles us by stating "the well-fed stand the climate best; even moderate excess is better than underfeeding," which may be the reason that a British workman will do twice as much work as a native.

Many persons think that because they have not "fever" they cannot suffer from malaria. The author (p. 107) shows up this fallacy and points out how the plasmodia may go through its regular course of rhythmical development without fever. The writer had under his observation for

months a patient who showed all the symptoms of malarial poisoning, but in whom most careful thermometer observation taken thrice daily never showed the least rise of temperature, yet whose blood, even on arrival in England, was swarming with plasmodia.

"Drainage and cultivation are our strongest supports against the assaults of malaria." By their means enormous districts formerly useless and pestiferous are rendered healthy and productive, and Dr. Stephens and Christopher in the very latest pamphlet on the malarial diseases of Africa point out the necessity of surface drainage and the radical cure of pools, puddles and swamps as the most effective means of stamping out malaria. This furnishes a strong argument in the favour of the Jubilee Road, by means of which the D. P. W. proposes to abolish the malarial swamp at Aberdeen.

Other safeguards which the author points out are that houses should not be too exposed, that grass should be preserved, or if disturbed replaced, that exposed soil should be covered with rammed clay or cement, that "it is unwise to have flower beds, vegetable gardens, etc., near bedroom windows, or to allow water from bathrooms or cook houses to flow over the ground in the vicinity of the house, or to keep water unclanged in tubs or water-butts for mosquitoes to breed in." The authors we have just quoted have proved that the neglect of these things and the filthy condition of the native huts are the cause of the severe form at fever found in Free Town (West Coast of Africa).

The soil moreover should not be disturbed in the sickly season, nor should workmen employed there be allowed to sleep near their works, a hint which might be taken by our military authorities, who lost many soldiers employed in making the new batteries between 1890–99. Bad water should also be avoided. Though there is no proof that malaria can be carried by this means, natives believe it can, and impure water is the paradise of anophelæ, so the ignorant native may be easily misled. Sundowners, chrysanthemums and the *causipus globulus* are supposed to be useful because the mosquitoes object to their smell; in fact, in the prophylaxis of malaria the mosquito turns up everywhere like King Charles's head. The author dogmatises on p. 113, that if you have no mosquitoes malaria is also absent. At Capsumon lately a severe outbreak of malarial fever occurred amongst visitors there and the one good thing the sufferers could say about the place was "there were no mosquitoes; we never had to use nets."

We give the fact for what it is worth. Our author tells us (on p. 147):—"Mosquitoes nets must invariably be used. Tea and coffee, very small doses of alcohol are decidedly of service." The writer's patients did not use the latter, hence perhaps the fever.

The author points out that acclimatisation, experience, i.e., not exposing oneself and being careful to avoid chills, etc., and education, i.e., adopting the wisdom of others, together with an intelligent adaptation of habits to climate are amongst the most powerful safeguards against malarial infection, and to support his argument he mentions the comparative immunity of Chinese from fever. This hardly tallies with the Hongkong experience, where almost the first warning of a house being unhealthy is that the servants "are down with fever" and that "Misses we can catch new boy" or "cook too, 'Misses we can catch new boy'." Of course the less healthy condition of servants' quarters may partly account for their greater susceptibility. In the chapter on treatment, p. 131, a point of practical interest long known to the writer is mentioned, viz., that quinine acts best in solution; whilst a warning is conveyed against antipyretics and phlebotomy, "which are much abused in many malarial countries," which in these days of tablets and "every man his own doctor" should be noted. Quinine still holds its place as the most efficient remedy, but "its actual mode of action is as obscure as ever." A small dose may start a malarial attack, a course of mineral water or hydropathic treatment have the same effect, and the writer would add, though it is not mentioned by the author, a good drinking bout will be a more efficient factor in producing a good burst of malaria than all the other causes mentioned combined. On p. 139 the necessity of giving quinine at once in any stage of grave fever is insisted on, a point which should be well digested, as so many "wise women" and "old hands" that know everything" will shake their heads at the doctor who orders quinine "when the fever is on."

Many persons vomit quinine as soon as taken and the author gives numerous remedies to overcome this idiosyncrasy, but seriously enough does not mention the simplest mode of all, viz., the hypodermic injection of quinine. It is clearly an oversight, as a few pages further on in connection with another matter it is noticed. Each time which is mentioned as being useful for children, is also frequently well borne by adults, who cannot retain the ordinary quinine preparation. The use of salicylate of soda in the hæmo-globinuric fevers of Africa is mentioned and it is a curious fact that many of the unclassified fevers of Hongkong yield to it's drip.

The writer believes that quinine is the most efficient drug, but cannot agree with the author that arsenic is useless in fever and only of benefit in the sequelæ. In many cases where quinine has failed a combination of "Arsenic and Baric" (which contains many Alkaloids besides Quinine) has been found most efficient. The consideration of the other subjects with which the author deals will be taken up later, but they have not the same local interest as the portion of the book with which this review deals.

AN OLD FRIEND BY A NEW NAME—Liebig Company's Extract will soon be known as LEMCO, the new name placed upon it and command of the Liebig's Extract of Meat Company initials.

EXPORT CARGO.

For steamer *Prometheus*, sailed 6th September. For London—7,162 boxes—150,402 lbs. assorted caper, 100 pkgs.—4,800 lbs. congar, 16 pkgs. and 451 half chests tea from Amoy, 6,297 bales hemp, 100 bales cocoons, 48 bales cases, 900 cases preserves, 4,114 cases preserves, 135 cases Chinaware, 100 cases blackwoodware, 235 cases cases, 47 cases cases, 207 cases shell, 40 cases bricks, 23 cases camphor, 29 cases cases, 3,474 rolls matting, 118 bags ore, 92 pkgs. pirate effects, 15 pkgs. sundries, 36 empty drums. For Liverpool—19 cases cigars, 1 box embroideries. For Glasgow—2 boxes ginger. For Manchester—4 cases cigars. For London opt. Manchester—150 bales waste silk. For London opt. Hamburg—195 bales cases, 1 case tannicks. For London opt. Antwerp opt. Hamburg—25 cases bricks.

NOTICE TO MARINERS.

No. 119 (SPECIAL).

CHINA SEA.

SHANGHAI DISTRICT.

BUOYAGE OF NORTH CHANNEL ENTRANCE TO THE YANGTZE ADDITIONS AND ALTERATIONS.

NOTICE is hereby given that two new Buoys have been established in the North Channel, viz.:—

SHANGHAI BANK BUOY: A 10-foot conical, red Buoy surrounded by a black spherical cage, moored in 25 feet of water, with Shawheishan Light-house bearing N. 9° W., distant 2.8 miles.

CHI YAO BANK OUTER BUOY: A 6-foot conical, red Buoy surrounded by a black, inverted frustum cage, moored in 23 feet of water, with Drinkwater Point Light-house bearing N. 56° W., distant 7.1 miles.

Also that the *Drinkwater Point* [Fairway] Buoy, No. 28 in the latest published List, has been replaced by a red conical buoy surrounded by a black spherical cage.

REMARKS.

According to the latest soundings, the most direct track, for vessels of heavy draught entering by the North Channel, is to pass between 1 and 2 cables South of Shawheishan Bank Buoy, and steer so as to bring the *Chi Yao* Bank Buoy by the line Shawheishan Light-house bears N.E., then steer for the *Drinkwater Point* Buoy passing 1 cable south of it; from which point a course, made good, of N. 89° W., passing 3 cables south of *Chi Yao* Bank Outer Buoy, leads soonest into deep water. After deepening to 7 fathoms a mid-channel course may be steered till abreast of *Liquidia* Light-house, after which the directions given in Notice to Mariners No. 116 (Special) may be followed.

Keeping the track above described, the least depth between the Shawheishan Bank Buoy and the *Drinkwater Point* Buoy should be 20 feet; between the latter and *Chi Yao* Bank Outer Buoy 21 feet, increasing to 25 feet when abreast of the last named Buoy.

All bearing given are magnetic and all depths are for low water of spring tides.

A. M. BISBEE,

Imperial Maritime Customs, Coast Inspector's Office, Shanghai, 3rd September, 1900. [2385]

THE TROPICAL AGRICULTURIST.

MONTHLY RECORD OF INFORMATION FOR PLANTERS OF

Tea, Cacao, Cinchona, Coffee, Indianrubber, Sugar, Palms, Cotton, Caribbeans, Kola, Cocoa, Cinnamon, Nutmegs, Fibrous Plants, and other Products suited for Cultivation in the Tropics.

Published at Observer's Office, Colombo, Ceylon. THE TROPICAL AGRICULTURIST has now an assumed position in its large circulation in Ceylon, Southern and even Continental and Northern India, the Straits Settlements, Sumatra, Java, Borneo, Northern Australia, Queensland, Central America, Natal, Mauritius and the West Indies. From all sub-tropical planting settlements we have had cordial approval of the publication and an encouraging measure of support. The English, Indian and Colonial Press has spoken in commendatory terms of the T. A., as also Directors of Public Gardens from Sir Joseph Hooker, F.R.S., downwards, and so have all planters.

No Planter should be without it. Subscription, including postage, in advance: 21 Sterling—Rupees 12—Dollars. Single copies 2s. or 3d. Back copies 3s. or 3d. Any one of the four volumes completed, bound in cloth, lettered, with comprehensive index for 42 lbs. (or 32 lbs.) carriage prepaid. A medium for English, American, and Australian ADVERTISEMENTS of goods suitable for the tropics, India, as well as Ceylon, the Straits Settlements, Java, and West Indies, or connected with agriculture, the *Tropical Agriculturist* stands unrivalled, the work being constantly in the hands of Native as well as European and American agriculturists. Being a Monthly Periodical, the *Tropical Agriculturist* lies on the table and is very often referred to during each month.

Mr. W. T. Thelmont Dyer, F.R.S., C.M.G., Assistant Director of Kew Gardens, writing of the T. A., refers to it as "an astonishing repository of everything relating to the economic botany of the East."

For the sale of plants, seeds, machinery, implements, &c., used in tropical (tea, sugar, fibres, &c.) agriculture, no better advertising medium exists.

Rates for Advertisements. [0 words to line.] 12 lines and under per Line—9s. 9d. (8 annas) Above twelve—10 0 0 (7 4 annas) Quarter Page (once) 17s. 10d. 5 per cent. off for Half. " 41 8s. 10d. each additional " 22 8d. Insertion.

For long contracts, special reductions. Communications respecting advertisements and subscription may be addressed to: A. M. & J. FERGUSON, Colombo. " Hongkong Daily Press" Office, or Agents in parts of the world.

QUAN WAH & CO.,

ITALIAN MARBLE AND GRANITE MONUMENTS.

DESIGNS & PRICES ON APPLICATION at No.

NEW ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office on SATURDAY, the 23rd September, at Noon, for the purpose of receiving the Report of the General Manager, together with a Statement of Accounts to 30th June, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th to the 23rd September, both days inclusive.

DOUGLAS LARRAIK & CO.,
General Managers.
Hongkong, 13th September, 1900. [2408]

THE IMPERIAL BANK OF CHINA. NOTICE.

WHEREAS the Head Office of the IMPERIAL BANK OF CHINA has received reliable information that the Bank's Premises in Peking have been destroyed by the Robbers and a quantity of its UNISSUED NOTES have been STOLEN therefrom, the Public are hereby cautioned against purchasing or dealing in any way with any of the Bank's Notes expressed on the face thereof to be payable at its Office in Peking in CHING PING TSU YIN currency, as the Bank accepts no liability for the Unissued Notes that have been so stolen.

The Numbers of the Stolen Unissued Notes will be advertised as soon as possible.

By Order of the Board of Directors.
A. W. MALLAND,
Acting Chief Manager.
Hongkong, 13th September, 1900. [2407]

PUBLIC AUCTION.

The Undersigned has received instructions to Sell by Public Auction, on

SATURDAY,
the 15th September, 1900, at 2.30 P.M., at his Sales Room, Queen's Road, **SUNDY HOUSEHOLD FURNITURE,**

Comprising:—
DRAWING ROOM SUITE, OVER-
MANTLES, PICTURES and ORNA-
MENTS.
DINING TABLES, SIDEBOARDS,
DINNER WAGGONS, BOOK CASE and
WRITING TABLE.
CROCKERY, GLASS and PLATED
WARE.

BEDESTAIDS, WARDROBES, DRESS-
ING TABLES and WASHSTANDS.
One PAIR OF BILLIARD TABLE.
Two COTTAGE PIANOS.
One COOKING STOVE.
&c. &c. &c.

TERMS OF SALE:—As Customary.
V. I. REMEDIOS,
Auctioneer.
Hongkong, 13th September, 1900. [2406]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.
The Company's Steamship

"ESMERALDA."
Captain Geo. T. Blaxland, will be despatched as above TO-DAY, the 13th instant, at 5 P.M. This Steamer has superior accommodation for Passengers and is fitted with the Electric Light.

A doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 8th September, 1900. [2403]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.
The Company's Steamship

"THALES."
Captain Passmore, will be despatched for the above port TO-MORROW, the 14th inst., at 11 A.M.

For Freight or Passage, apply to
DOUGLAS LARRAIK & CO.,
General Managers.
Hongkong, 12th September, 1900. [2401]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.
The Company's Steamship

"HAILONG."
Captain Bathurst, will be despatched for the above ports TO-MORROW, the 14th inst., at Noon.

For Freight or Passage, apply to
DOUGLAS LARRAIK & CO.,
General Managers.
Hongkong, 12th September, 1900. [2404]

FOR SHANGHAI.
The Steamship

"LYEEMOON."
Captain G. Hensman, will be despatched for the above port TO-MORROW, the 14th inst., at 5 P.M.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to
SIEMSEN & CO.,
Agents.
Hongkong, 12th September, 1900. [2402]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
The Company's Steamship

"LOONGSANG."
Captain Weigall, will be despatched as above SATURDAY, the 15th inst., at 4 P.M.

This Steamer has superior accommodation for First Class Passengers, is fitted throughout with electric light, and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 13th September, 1900. [2405]

PROFESSIONAL NOTICE.

DENTON E. PETERSON,
DOCTOR OF DENTAL SURGERY,
9, VICTORIA TERRACE, Tientsin.
Desires to be remembered as the
Dental Practitioner in South China.

He may be consulted at
0, Des Vaux Road, Central, 1st Floor.
Hours 10 A.M. to Noon, 2 to 5 P.M.

The Doctor is at present in Swatow.
Hongkong, 28th August, 1900. [2392]

AUCTIONS

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions to Sell by **PUBLIC AUCTION** THE FOLLOWING **VALUABLE LEASEHOLD PROPERTIES.**

Situate at ROBINSON ROAD, Victoria, Hongkong, in 6 Lots.

TO-MORROW (FRIDAY),
the 14th September, 1900, at 3 P.M., at his Sale Room, Lee House Lane.

Lot 1.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section A of Inland Lot No. 704, containing an area of 7,576 square feet or thereabouts.

Lot 2.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section B of Inland Lot No. 704, containing an area of 3,705 square feet or thereabouts.

Lot 3.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section C of Inland Lot No. 704, containing an area of 3,328 square feet or thereabouts.

Lot 4.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section D of Inland Lot No. 704, containing an area of 1,029 square feet or thereabouts.

Lot 5.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section E of Inland Lot No. 704, containing an area of 6,778 square feet or thereabouts.

Lot 6.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as The Remaining Portion of Inland Lot No. 704, containing an area of 14,985 square feet.

All the above described Lots are held for the residue of a term of 99 years and are sold subject to the existing Tenancy.

For further particulars, apply to—
C. EWENS,
Vendor's Solicitor,
or to
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 6th September, 1900. [2362]

THE Undersigned has received instructions from **MR. ARAC, Furniture Dealer** (owing to his removal to new premises), to sell by Public Auction, on **SATURDAY,** the 22nd September, at his Store, 39, Queen's Road Central, the portion of his

STOCK-IN-TRADE, FURNITURE, FIXTURES, &c., &c.

TERMS:—As Usual.
V. I. REMEDIOS,
Auctioneer.
Hongkong, 31st August, 1900. [2315]

PUBLIC COMPANIES.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Business contributed during the Half-Year ended 30th June, 1900, on or before the 15th September, on which date the Accounts will be CLOSED.

By Order of the Board of Directors.
THOS. I. ROSE,
Secretary.
Hongkong, 24th August, 1900. [2279]

GREAT EASTERN AND CALEDONIAN GOLD MINING COMPANY, LIMITED.

NOTICE is hereby given that **SCRIPS** Number 1,280 to 1,282 for 300 SHARES of the above Company, numbered 119,683 to 119,982, in the name of S. Y. TONG, of Tientsin, and that **SCRIPS** Number 1,289 to 1,294 for 500 Shares of the above Company, numbered 120,583 to 121,182, in the name of LIANG YU TONG, of Tientsin, having been LOST, New Scrrips for same will be issued after One month from the date hereof, and the Original Scrrips will be considered by the Company as null and void, and all persons are hereby warned against accepting or negotiating same.

LUTGENS, EINSTAMANN & CO.,
General Agents.
Hongkong, 30th August, 1900. [2311]

TEBRAU PLANTING COMPANY, LIMITED.

NOTICE is hereby given that the **FINAL CALL** of \$1 per Share has been made in respect of the Shares not fully paid up, and that such **CALL** is PAYABLE on 5th October next, to the undersigned at the Registered Offices of the Company, 38 and 40, Queen's Road Central, Hongkong.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 4th September, 1900. [2347]

SHOOTING SEASON, 1900.

JEFFERY & Co's 12 BORE GUNS in Case, with Implements Complete, from \$100.

SCHULTZE SPORTING CARTRIDGES.

ELEY'S CARTRIDGE CASES, WADS, &c.

CARTRIDGE BAGS and BELTS.

WATER FLASKS and every kind of **SPORTING REQUISITE.**

Wm. SCHMIDT & CO.
Hongkong, 21st August, 1900. [1213]

WANTED.

A RESIDENCE composed of ONE or TWO ROOMS, BATHROOM and KITCHEN. It would be preferable on the hills.

Apply—
Care of Daily Press Office,
Hongkong, 11th September, 1900. [2392]

WANTED.—By a Young Man, BOARD and RESIDENCE in Hongkong with an European family.

Address with lowest terms to—
F. M.
Care of Daily Press Office,
Hongkong, 4th September, 1900. [2348]

SITUATION WANTED.

CLERK (English), aged 27, desires SITUATION in OFFICE; moderate Salary; 10 years' previous experience.

Address—
J. STOCKTON,
Care of Daily Press Office,
Hongkong, 10th September, 1900. [2381]

THE Undersigned has received instructions to Sell by Public Auction, on

SATURDAY,
the 15th September, 1900, at 2.30 P.M., at his Sales Room, Queen's Road, **SUNDY HOUSEHOLD FURNITURE,**

Comprising:—
DRAWING ROOM SUITE, OVER-
MANTLES, PICTURES and ORNA-
MENTS.
DINING TABLES, SIDEBOARDS,
DINNER WAGGONS, BOOK CASE and
WRITING TABLE.
CROCKERY, GLASS and PLATED
WARE.

BEDESTAIDS, WARDROBES, DRESS-
ING TABLES and WASHSTANDS.
One PAIR OF BILLIARD TABLE.
Two COTTAGE PIANOS.
One COOKING STOVE.
&c. &c. &c.

TERMS OF SALE:—As Customary.
V. I. REMEDIOS,
Auctioneer.
Hongkong, 13th September, 1900. [2406]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.
The Company's Steamship

"ESMERALDA."
Captain Geo. T. Blaxland, will be despatched as above TO-DAY, the 13th instant, at 5 P.M. This Steamer has superior accommodation for Passengers and is fitted with the Electric Light.

A doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 8th September, 1900. [2403]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.
The Company's Steamship

"THALES."
Captain Passmore, will be despatched for the above port TO-MORROW, the 14th inst., at 11 A.M.

For Freight or Passage, apply to
DOUGLAS LARRAIK & CO.,
General Managers.
Hongkong, 12th September, 1900. [2401]

INSURANCES

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES OF INSURANCE against FIRE at Current Rates.

DOUGLAS LARRAIK & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1897. [27]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th November, 1892. [24]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.
CAPITAL.....\$1,000,000.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

Wm. MEYERINK & CO.,
Agents.
Hongkong, 18th May, 1900. [1512]

"L'UNION"

FIRE INSURANCE COMPANY, LD.
(Established 1826).

The Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY,
Agent.
Hongkong, 1st August, 1900. [1118]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above Company are prepared to ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 29th May, 1895. [126]

SALAMANDER FIRE INSURANCE COMPANY.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ & JACOB & CO.,
Agents.
Hongkong, 2nd April, 1900. [102]

SUN LIFE ASSURANCE COMPANY OF CANADA.

HEAD OFFICE: MONTREAL.

The above Company is prepared to issue UNCONDITIONAL POLICIES on all approved plans and will settle claims immediately upon receipt of proof of death and without reference to the Head Office.

For Rates and other Particulars, apply to
W. J. G. WHILEY, Acting Manager.
S. Praya Central. [572]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1899,
£14,409,093.

I. AUTHORIZED CAPITAL.....£3,000,000 0 0

SUBSCRIBED CAPITAL.....2,750,000 0 0

PAID-UP CAPITAL.....687,500 0 0

II. FINE FUNDS.....2,711,183 13 7

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 22nd June, 1900. [1872]

SUN INSURANCE OFFICE, LONDON.

FOUNDED 1710.

The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th May, 1892. [25]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [9]

SCOTTISH METROPOLITAN ASSURANCE CO.

The combined ACCIDENT and LIFE POLICY is the MOST ADVANTAGEOUS form of INSURANCE.

A yearly premium of £28 2s. (age 30) secures the following:—

£2,000 in case of death by accident.
£1,000 in case of natural death.
£1,000 in case of permanent total disablement by accident.

£500 in case of partial total disablement by accident.

£6 per week in case of temporary disablement by accident.

Accidents insured against for 24 and 48 per annum (£1,000 in case of death, by weekly payments in case of injury).

For further Particulars apply to
J. Y. V. VERNON,
Agent.
Hongkong, 8th June, 1896. [1774]

NOW READY.

"MOUNTINGS OF THE NAVAL GUNS and their Subsequent Use with the

LADYSMITH RELIEF COLUMN."

Being a Lecture by
CAPTAIN PERCY SCOTT,
R.N. C.B., and
CAPTAIN A. H. LIMPUS, R.N.
(of H. M. S. Terrible).

The book is printed on art paper, and illustrated with coloured maps and sketches.

Prices \$1 and \$1.50

Hongkong, 23rd March, 1899. [119-120]

BANKS

THE BANK OF TAIWAN (FORMOSA), LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

AUTHORIZED CAPITAL.....Yen 5,000,000

PAID-UP CAPITAL....." 1,250,000

HEAD OFFICE:—TAIPEH, FORMOSA.

JIUCHI SOYER, Esq., President.
Head Office Manager: **HIROMI KAWASAKI, Esq.**

BRANCHES AND AGENCIES.
Tokyo Osaka Kyoto Yokohama
Kobe Nagasaki Hakodate Moji
Tientsin London New York San Francisco
Hongkong Amoy Shanghai Tientsin
Newchwang Cheinulpo Fusan.

HEAD OFFICE:—INTEREST ALLOWED.
On Current Accounts.....4.75% per annum
Savings Bank 5.43% " " "

On Fixed Deposits:—
For 3 months.....6% per annum
" 6 ".....6 1/2% " " "

Credits granted on approved Securities and every description of Banking and Exchange business transacted.

Drafts, granted on the chief commercial places both in Japan and abroad.

Further particulars may be obtained on application.

HIROMI KAWASAKI,
Manager.
Taipeh, 1st August, 1900. [1290]

THE BANK OF CHINA & JAPAN, LIMITED.

WORKING CAPITAL.....over £210,000

RESERVE LIABILITY OF SHARE-
HOLDERS.....fully £425,000

£635,000

HEAD OFFICE:—
36, Nicholas Lane, London.

BRANCHES:—
Hongkong, Shanghai, Singapore.

AGENCIES:—
Yokohama, Kobe, Penang, Bombay, Calcutta,
Madras, Colombo, Rangoon, Java, Lyons, and
Paris.

BANKERS:—
The Bank of England and the Capital and
Counties Bank, Limited.

General Manager:—**F. C. BISHOP.**

INTEREST ALLOWED.
On Current Accounts.....2 per cent
Fixed Deposits (3 months).....4%
" 6 ".....4 1/2%
" 12 ".....5%

The Bank buys and sells and receives for collection Bills of Exchange on, and transacts general Banking business with, the above places.

Hongkong, 1st May, 1900. [2]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....£1,500,000

SUBSCRIBED.....£1,125,000

PAID-UP.....£ 562,500

RESERVE FUND.....£ 30,000

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 1/2% per annum on the Daily balance.

On Fixed Deposits:—
For 12 months.....4 1/2%
" 6 ".....4%
" 3 ".....3 1/2%

J. THURBURN,
Manager, Hongkong.
Hongkong, 24th March, 1900. [20]

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
H. M. BEVIS,
Acting Chief Manager.
Hongkong, 26th March, 1900. [18]

HONGKONG & SHANG

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT,
2, Zeland Street, Auctioneer, Appraiser
and Commission Agent.

HUGHES & HUGHES,
Auctioneers to the Government, and Share
and General Brokers, corner Ice House
Street and Praya Central.

V. I. REMEDIOS,
Auctioneer, Appraiser and Agent,
8, Queen's Road Central.

BOARD AND LODGING

THE WESTERN HOTEL,
Excellent Accommodation, \$2.50 per day.
90 and 92, Queen's Road West.

BOOKBINDING

"DAILY PRESS" OFFICE,
The only office in China having European
taught workmen. Equal to Home Work.

BOOKSELLERS AND STATIONERS

W. BREWER & CO.,
Printers, Bookbinders and Account Book
Manufacturers, 23 and 25, Queen's Road
(under Hongkong Hotel).

BUILDERS

KANG ON,
Contractor, 30, D'Almeida Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged, Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY,
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY,
Chemists and Druggists, High-class As-
sorted Wares, Dealers in Photographic
Requisites, Queen's Road.

WATKINS, J.D. APOTHECARIAN'S HALL, 66,
Queen's Road Central, Cigars, Assorted
Wares, Wines, Beers, Spirits, etc.

CURIO DEALERS

KUHN & KOMOR,
Fine Art, Japanese and Chinese Curios
21 and 23, Queen's Road, Hongkong,
Shanghai, Kobe, Yokohama.

KWONG HING,
China Porcelain, Crockery Ware; 59a,
Queen's Road Central.

DENTISTS

WONG HONG,
Surgeon Dentist, 50 Queen's Road Central.

WONG TAI FONG,
Surgeon Dentist, 24 Bank Buildings,
Opposite Hongkong Hotel.

DRAPERS

EBRAHIM ELIAS & CO.,
Milliners, Silk Mercers, Haberdashers,
Low Prices; 37, 39, Wellington Street.

SEE WOO,
Tailor, Draper and Outfitter; 67 and 69,
Queen's Road.

FLOUR MERCHANTS

SPERRY FLOUR COMPANY,
Merchant Millers, San Francisco.
Eastern Branch, Fadder Street,
WILLIAM WHITNEY, Manager.

FURNITURE WAREHOUSEMEN

A CHEE & CO. Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.

M. KWONG LOONG,
Cabinet-maker, Furniture Dealer, Art De-
corator and Dealer, 17, Queen's Road.

GROGERS

THE MUTUAL STORES,
SUB-AGENTS LIPSON, Ltd.,
8 and 10 D'Almeida Street,
Provision and General Merchants.

JEWELLERS

KANG LEE & CO.,
Jewellers, Gold and Silversmiths, Watch-
makers, Japanese Curios and Blackwood
Furniture, Opposite Post Office, 36,
Queen's Road Central.

MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40,
Watson's Buildings, Queen's Road. Also
at Shanghai, Manila, Paris and Rio de
Janeiro.

WAH LOONG,
Gold and Silversmith, Silk Dresses, Crepe
Shawls, Ivory, Lacquerware, Fans,
Curios, Bristles, Human Hair, Fea-
thers; 88, Queen's Road Central.

THE LIGHT OF THE FUTURE

**EASTERN ACETYLENE LIGHTING
COMPANY**, Head Office, 92A, Queen's
Road Central. Fittings of every de-
scription for the ACETYLENE LIGHT at
lowest rates.

MERCHANDISE AGENT

WOODS & CO.,
Dundell Street, Agents for American and
European Export Houses.

PHOTOGRAPHERS

A FONG,
The largest and most complete Studio in
Hongkong. Established 1859. Views,
Enlargements, Ivory Miniatures, Oil
Paintings, &c.; Ice House Street.

E HING,
Enlarging, Developing, Printing, Mod-
erate Rates, 20a, Queen's Road East.

HONGKONG
BUSINESS DIRECTORY.

PHOTOGRAPHERS.

MEE CHEUNG,
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc.; Devel-
opment Works, Amateurs' Requisites.

M. MUMEYA, JAPANESE ARTIST,
Bromide and Croyon Enlargements, Work
done for Amateurs; 8a, Queen's Road, Cl.

YEE CHUN,
Marine and Portrait Painter, 50, Queen's
Road, Portraits.

H. YERA,
Japanese Photographer, 14, Beaconsfield
Arcade, Queen's Road Cl., also Wanchai
Amateur's Requisites a Specialty.

PRINTING

"DAILY PRESS" OFFICE,
Proofs read by Englishmen.

RATTAN FURNITURE

KWONG TAI LOY,
Rattan Furniture, Bamboo, Blinds, Mat-
tings all Colours; 18, Praya Central.

SILK GOODS DEALERS

TEJUMUL POHUSING,
Dealer in Chinese, Indian and Japanese
Goods, Silks, Woolen and Cashmere
Shawls and other Sundry Goods; 4,
D'Almeida Street, First Floor.

WASSIAMULL ASSOMULL,
Wholesale and Retail Importers and
Exporters India, Chinese and Japanese
Silks, Cashmere Shawls and Ceylon
Lace; 46, Queen's Road, Cl.

SILK LACE MANUFACTURERS

FR. BLUNCK,
Exporter of Real Hand-made Torchon Lace
in Silk, Linen and Cotton, Grasscloth and
Silk Embroideries, Hand-made Silk
and Linen Lace Curtains made to
order; 17, Queen's Road, Central.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chants, 14, Des Vaux Road.

MORE & SEIMUND,
Shipchandlers, Sailmakers, Biggers, Com-
mission Agents and General Store-
keepers, 43 and 45, Praya Central.

TAILORS

AH-MEN, HING-CHEONG & CO.,
Tailors, Drapers and Outfitters, Queen's
Road Central, Old Club Site.
Branch: A-MAN, opposite City Hall.

R. HAUGHTON & CO.,
Naval Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.

HUNG YUEN,
Outfitters, Shirt Makers, Hatters, Hoisiers,
Drapers, 85, Queen's Road, Central.

TAK CHEONG,
Tailors, Gentlemen's Outfitters, Hatters,
Hoisiers and Drapers, Chinese Silk of
all kinds; 40, & 42, Queen's Rd. Central.

YEE SANG FAT & CO.,
Outfitters, Fleece Goods, Underwear, Shoes,
Hats, Silk Handkerchiefs, Opposite Post
Office, Queen's Road Central.

TOBACCONISTS

D. S. DADY BURJOR, "Los Filipinos,"
Importer of the Best Manila Cigars; 25,
Pottinger Street.

KRUSE & CO.,
Wholesale and Retail Havana and Manila
Cigars, Egyptian Cigarettes, Dealers in
Fancy Goods, Agents,
Connaught House, Queen's Road.

VICTORIA CIGAR DEPOT,
1 and 3, Leysun Street East. AGENTS FOR
W. KENNEDY & CO., 37, Calle San
Jaime, Manila, "Whisper Lady" and
"The Jekey" Cigars.

WINE & SPIRIT MERCHANTS

H. PRICE & CO.,
12, Queen's Road
and Calle Andaguen, Manila

CHUNG YGOE SAN PO
(Chinese Daily Press),
is the oldest and still immeasurably the best
medium for Advertising among the
Native Community.

Established for nearly FORTY YEARS
circulates largely throughout Southern China,
Indo-China, etc.
Terms for Advertising (Translations free) can
be obtained at the Office, 3, Praya Central,
Hongkong; or from the different Agents.
Documents translated from or into Classic
or Colloquial Chinese.

**HIRANO NATURAL MINERAL
WATER**.

**HIRANO MURA HYOGO-KEN,
JAPAN.**

BOTTLED IN THE NATURAL CARBONIC ACID GAS.
Bright, Sparkling and Effervescent.
An excellent drink with Wines or Spirits.
Price 85.50 per Case of 48 Bottles.

As seen from the Imperial Japanese Govern-
ment's Analysis the above belongs to a class of
saline mineral waters having alkaline reaction,
and taken internally its medical uses are for
chronic catarrh of the stomach, intestines,
diseases of glands, and chronic endometritis.

TAL WO & CO.,
22, Bank Buildings,
Agents for Hongkong,
Hongkong, 14th August, 1900. [221]

PORTLAND CEMENT
J. B. WHITE & BROS
SOLE AGENTS FOR CHINA
HOLLIDAY, WISE & CO.
Hongkong, 16th September, 1899. [205]

SCIENTIFIC MISCELLANY.

**WATER-CORROSION OF GLASS—MOTION OF
DISSOLVING CRYSTALS—PROTECTIVE PACK-
ING—PHOTOGRAPHS ON UNCOATED METALS—
THE GREATEST POLAR PROBLEM—AUTO-
MATIC TRAIN-SAVING—ELECTRIC WATER-
PROOFING—SPINNING MACHINES OF ANTS.**

Workers in glass, especially opticians, are
warned that certain kinds of glass appear to be
so soluble in water that moisture quickly etches
the surface and destroys the transparency. Mr.
E. T. Moody, of Decca College, East Bengal,
reports having noticed the dull appear-
ance of a cut wine-glass and of finger-bowls
in which water had been allowed to stand, also
the spotting of two decanters which had been
dried after partial rainings. These effects were
all due to water-staining. This explains the
rapid deterioration of optical apparatus in the
moist climate of India, and proof that the fault
is in the kind of glass used is furnished by the
object-glass of a 3½-inch telescope, the inner
surface of the convex lens being badly corroded
while the adjacent face of the concave lens was
quite clear.

The motion of camphor in water is well known.
A German chemist, K. Schaum, has taken such
readily soluble substances as potassium cyanide,
potassium nitrate, silver nitrate, calcium chlo-
ride, potassium permanganate, and sugar, and
has studied their travels in dissolving by drop-
ping single crystals upon mercury covered by
water or dilute acid. The movements—greater
in dilute acid than in water—are very charac-
teristic. The crystal first takes a zigzag course,
then changes to a circular path, and finally turns
rapidly on its axis. The rate of motion varies
with the rate of solution and the surface tension
of the mercury.

The new method of packing used for ship-
ments of butter from Melbourne to Kimberley
is recommended for delicate articles in general.
The boxes made from six panes of window glass,
closed at the edges with gummed paper, and
this is given a heat-insulating covering of
plaster of Paris, the whole being wrapped in
waterproof paper.

The curious fact is noted by a French ob-
server that nightingales devour the droppings of a
hive without harming the workers.

An interesting discovery that has been for-
gotten for more than half a century was lately
brought to notice by Maj. Gen. J. Waterhouse.
In 1842 Moser found that silver, like its com-
pounds, is sensitive to light, and that a distinct
image could be formed on a clean silver plate
by exposing to sunlight for two or three hours
behind a black tablet with cut-out characters,
and then developing over mercury vapour. He
obtained similar results with copper, concluding
that all substances are changed by light. Tak-
ing up the investigation, Gen. Waterhouse has
proved that the photographic image may be
visible after exposure, but that, whether visible
or invisible, it is clearly brought out on metallic
silver by mercury vapour or developing solutions
acting on the silver. The photographic action
on other metals, except lead, appears to be very
slight, although not yet fully tested. Experi-
ments thus far made indicate that the cause of
the action cannot be heat or pressure, but that
the effect is due to the blue and violet rays of
light. Whether it is a result of oxidation is
yet to be learned, apparently pure silver, it is
known, often containing occluded oxygen.

The importance of a magnetic survey in the
vicinity of magnetic poles seems to have been
overlooked by explorers. Dr. Cook, of the Bel-
gian Antarctic Expedition, points out that a
geographical survey is of far less consequence,
although vastly more difficult, in the region of
the poles. Even the position of the magnetic
poles is yet to be fixed. Many years ago the
northern magnetic pole was found to be in the
north-western part of British North America,
but its place is steadily changing and is not now
exactly known. Even less has been learned of
the southern magnetic pole, all that can be said
being that a circle 500 miles across could be
drawn on the eastern end of Wilkes Land with
the certainty that the pole is within it.

A novel Russian device for lessening damage
in railway collisions consists of an iron tube con-
nected with the system of brakes. Cuts are so
made on the tube that it becomes broken on the
slightest irregularity of movement of the train,
and this instantly sets the brakes. In a late
test at Verkhobolovo, a train reaching displaced
sleepers and one passing upon displaced rails
were promptly stopped without damage.

Success in waterproofing cloth by the aid of
electricity is claimed by Mr. J. T. Van Gestel
after somewhat discouraging failures. The
fabrics are saturated in a bath of soluble metal-
lic salts, to which the dye is added, and an elec-
tric current is passed through them while in
the bath. Suitable apparatus ensures the treat-
ment of both sides alike; the material is passed
through. The action is not clearly understood,
but it appears that a metallic oxide of some kind
is formed by the nascent oxygen liberated by
the electric current, and this fills the pores of
the fabric, giving a water-resisting surface, and
at the same time serving as a mordant to fix
the dye.

Bracing!
Refreshing!
Invigorating!
ADD A LITTLE
Cond's Fluid
TO YOUR BATH.
THE BATHING EFFECT IS MAGICAL.
COND'S FLUID, of London, England,
ALL SUBSTITUTES ARE INFERIOR.
Insist on Buying "COND'S FLUID."

A remarkable exhibition of the web-spinning
powers of the red ant (*Eophila smaragdina*)
has been reported by Mr. E. G. Green, of the
Botanic Gardens at Peradeniya, Ceylon. A
breach having been made in a structure of leaves
on which they were at work, the ants quickly
drew the edges of the leaves together, and about
an hour afterward they were seen to be passing
back and forth across the gap two white grubs,
from whose mouths issued continuous threads of
silk that the ants were using to repair the
damage. The larvae had evidently been brought
from a nest some distance away.

Lack of proper nesting places, too little
water, the English sparrow, boys, collectors,
birds on hats, and the cat, are among the causes
of the decrease of song birds enumerated by
D. Lang. He suggests protection and en-
couragement of the birds by planting trees and
shrubs for them to live in, putting up nesting
boxes for breeding, providing water for feeding
and bathing, and feeding in unfavourable
weather.

The fireproof building material known as
uraltite—much used in Russia for furniture,
etc.—is a compressed mixture of asbestos, chalk
silicates, sulphuric acid, sulphate of alumina,
etc., saturated with glue and mineral colour. It
combines the advantages of stone with those of
wood, and on battlements it removes the dangers
of splintering and firing of wood.

TO LET.

TO LET.

**ONE LARGE ROOM (THIRD FLOOR,
QUEEN'S BUILDINGS),
13, PRAYA CENTRAL, now known as
20, DES VEAUX ROAD CENTRAL. ROOMS on
2ND FLOOR.**
Apply to—
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**
Hongkong, 16th June, 1900. [61]

TO LET.

**A SPACIOUS ROOM, suitable for an
OFFICE, on N.E. corner of THIRD
FLOOR, PRINCE'S BUILDINGS.**
Apply to—
S. J. DAVID & CO.
Hongkong, 10th July, 1900. [1845]

TO LET.

**AT THE PEAK, close to summit, delightfully
cool and healthy,
TO BE LET, FURNISHED.**
Immediate possession can be had.
For Particulars, apply to—
E. C. WILCOX,
8, Beaconsfield Arcade,
Hongkong, 15th June, 1900. [1757]

TO LET or FOR SALE.

THE VILLA LUCIA, PORFUMAM.
For Terms, &c., apply to
D. MUSSO & CO.,
No. 293, Praya West.
Hongkong, 14th August, 1900. [2209]

TO LET.

**A FURNISHED FOUR ROOMED
HOUSE at ROBINSON ROAD, from
1st October, for Three months or more.**
Apply by letter to—
A.
Care of Daily Press Office,
September, 1900. [2390]

TO LET.

A SIX ROOMED HOUSE on PEAK ROAD
nearing completion.
Also
No. 3, RICHMOND TERRACE.
Apply to—
**HUMPHREYS ESTATE & FINANCE
CO., LIMITED.**
Hongkong, 3rd September, 1900. [1871]

TO LET.

**BOARD and APARTMENTS at Kowloon
for Married or Single.**
Apply—
"BERYL,"
Garden Road, Kowloon.
Hongkong, 6th June, 1900. [1674]

BOARD AND RESIDENCE.

**COMFORTABLY FURNISHED
ROOMS, with Board.**
Apply to Mrs. MATHER,
2, Fadder's Hill,
Hongkong, 1st January, 1892.

BOARD AND RESIDENCE.

MRS. SIDNEY JEFFREY,
"VERITAS,"
BEACH ROAD WEST,
FELIXSTOWE, SUFFOLK,
ENGLAND.
Hongkong, 28th August, 1900. [2293]

怡生號

YEE SANG & CO.
COAL MERCHANTS
have always on hand
LARGE STOCKS EVERY DESCRIP-
TION OF COAL.
Address—Care of Messrs KWONG SANG & CO.
No. 14, DES VEAUX ROAD. [92]

**BOMBAY-BURMAH TRADING COR-
PORATION, LIMITED.**
BANGKOK AND RANGOON.

TRAK SQUARES, PLANKS, BOARDING SCAM-
PLING, PLANES, TONGUED, and GROOVED
BOARDING, FLOORING, CEILING, WALLING,
& TRAK SHINGLES FOR ROOFING.
PINKADOE RAILWAY SLEEPERS for all
GAUGES.
Rates Supplied and Orders Booked by
JARDINE, MATHESON & CO.
Hankow, 3rd May, 1895. [1633]

LOONG FL HORSE REPOSITORY.
SITUATED at No. 2, MATHESON
STREET, near the No. 1 Police Station.
CARRIAGES for HIRE at Cheap Rates.
Apply to—
MANAGER.
Hongkong, 1st September, 1900. [2324]

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer
"PATROCLUS"
are hereby notified that the Cargo being dis-
charged into Craft, and/or landed at the God-
owns of the Hongkong and Kowloon Wharf
and Godown Company, in both cases it will be
at Consignees' risk. The Cargo will be ready
for delivery from Craft or Godown on and after
the 8th instant.

Optional cargo will be landed unless notice
has been given prior to steamer's arrival.
Goods undelivered after the 15th instant will
be subject to rent. All damaged Goods must be
left in the Godowns, where they will be
examined at 11 A.M. on the 18th instant.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 7th September, 1900. [2374]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.
FROM MIDDLESBRO, LONDON AND
STRAITS.

THE "GLENGLYLE,"
having arrived from the above ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong & Kowloon Wharf
and Godown Co., Limited, at Kowloon, where
each consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

Optional goods will be carried on unless
instructions are given to the contrary before
4 P.M. TO-DAY.

Goods not cleared by the 16th instant will
be subject to rent.
No Fire Insurance has been effected.
All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Co. within ten days
after the steamer's arrival, after which no claims
will be recognised.

MCGREGOR BROS. & GOW,
Agents.
Hongkong, 10th September, 1900. [2388]

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "GLENOGLE"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.

The above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersigning,
and to take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

DODWELL & CO., LIMITED,
Agents.
Hongkong, 10th September, 1900. [10]

STEAMSHIP "INDUS."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London
via S. M. P. H. and Bordeaux extra *Ville
de Buenos Ayres*, in connection with above
Steamer, are hereby informed that their goods,
with the exception of Opium, Treasure and
Valuables, are being landed and stored at their
risks into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, at
Kowloon, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before NOON TO-DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
MONDAY, the 17th instant, at NOON, will be
subject to rent and landing charges.

All claims must be sent to me on or before
the 17th instant, or they will not be re-
cognized.
All damaged packages will be examined on
MONDAY, the 17th instant, at 3 P.M.
No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, 10th September, 1900. [2]

FROM HAMBURG, PENANG, AND
SINGAPORE.

THE H.A.L. Steamship
"SERBIA,"
Captain Sachs, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before 5 P.M.
TO-DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Limited,
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after 14th inst. will be subject to
rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 14th inst., at 3 P.M.
No Fire Insurance has been effected.

SIMMSEN & CO.,
Agents.
Hongkong, 7th September, 1900. [2372]

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.
Absolutely Smokeless and Water-resisting.
THE BEST NITRO-POWER IN THE WORLD.
PRICE OF 12-NORE CARTRIDGES.
Loaded with

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	RENT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA PORTS OF CALL	PARRAMATTA	Brit. str.	—	A. Symons	P. & O. S. N. Co.	On 15th inst. at Noon.
LONDON VIA SUZ CANAL	GLAUCUS	Brit. str.	—	Barwise	BUTTERFIELD & SWIRE	On 18th inst.
LONDON	SHANGHAI	Brit. str.	—	A. F. Street	P. & O. S. N. Co.	On or about 20th inst.
LONDON VIA SUZ CANAL	ALCINOUS	Brit. str.	—	Pulford	BUTTERFIELD & SWIRE	On 2nd Oct.
LONDON VIA SUZ CANAL	PA-ROOLUS	Brit. str.	—	Dickens	BUTTERFIELD & SWIRE	On 16th Oct.
LONDON VIA SUZ CANAL	HECTOR	Brit. str.	—	Harr	BUTTERFIELD & SWIRE	On 20th inst.
LYBEEPORT DIRECT	PREUSSEN	Ger. str.	—	J. S. Thompson	NIPPON YUSEN KAISHA	On 20th inst. at Noon.
LYBEEPORT DIRECT	KAWACHI MARU	Jap. str.	—	Negro	MESSAGERIES MARITIMES	On 21st inst. at Daylight.
MAISELLES, &c. VIA PORTS OF CALL	SALAZAR	Port. str.	—	R. Mayer	SANDEE, WIELER & CO.	On 24th inst. at 1 P.M.
MAISELLES, &c. VIA PORTS OF CALL	CHINA	Ger. str.	—	Braun	CARLOWITZ & CO.	On 17th inst.
MAISELLES, &c. VIA PORTS OF CALL	SAXONIA	Ger. str.	—	Jager	CARLOWITZ & CO.	On or about 2nd Oct.
MAISELLES, &c. VIA PORTS OF CALL	BAMBERG	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 21st Oct.
MAISELLES, &c. VIA PORTS OF CALL	KONIGSBERG	Ger. str.	—	Schulder	CARLOWITZ & CO.	On or about 15th inst.
MAISELLES, &c. VIA PORTS OF CALL	GLENEK	Brit. str.	—	—	—	On or about 16th inst.
NEW YORK VIA SUZ CANAL	AFRIDI	Brit. str.	—	—	—	On or about 25th inst.
NEW YORK VIA SUZ CANAL	ORWELL	Brit. str.	—	—	—	On or about 10th Oct.
NEW YORK VIA SUZ CANAL	ASTORIA	Ger. str.	—	—	—	To-morrow.
NEW YORK VIA SUZ CANAL	OLYMPIA	Brit. str.	—	—	—	On or about 15th inst.
VICTORIA, B.C., & TACOMA VIA SHANGHAI	EMPEROR OF JAPAN	Brit. str.	—	G. A. Lee, R.N.R.	CANADIAN PACIFIC R. CO.	On 26th inst.
VANCOUVER, & VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	—	G. A. Lee, R.N.R.	T. M. STEVENS & CO.	On or about 18th inst.
PORTLAND, OREGON, &c.	MONMOUTHSHIRE	Brit. str.	—	J. Kennedy	DODWELL & CO. LIMITED	On 20th Oct.
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF PEKING	Brit. str.	—	—	PACIFIC MAIL S. S. CO.	On 18th inst.
SAN FRANCISCO VIA AMOY, &c.	HONGKONG MARU	Jap. str.	—	—	OTO KISEN KAISHA	On 8th Oct. at Noon.
SAN FRANCISCO VIA NAGASAKI, &c.	HONGKONG MARU	Jap. str.	—	—	O. & O. S. S. Co.	On 27th inst. at Noon.
SAN DIEGO, &c. VIA SHANGHAI, &c.	BERGONIUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 18th inst.
AUSTRALIAN PORTS	TAIYUAN	Brit. str.	—	Nelson	BUTTERFIELD & SWIRE	On 20th inst. at Noon.
AUSTRALIAN PORTS	SHINANO MARU	Jap. str.	—	Helm	GIBB, LIVINGSTON & CO.	On 27th inst. at Daylight.
AUSTRALIAN PORTS	SHANGHAI	Brit. str.	—	A. Billafer	NIPPON YUSEN KAISHA	On 28th inst. at 4 P.M.
AUSTRALIAN PORTS	SHANGHAI	Brit. str.	—	C. C. Talbot, R.N.R.	SANDEE, WIELER & CO.	On 16th inst. at Daylight.
AUSTRALIAN PORTS	SHANGHAI	Brit. str.	—	A. E. Moses	P. & O. S. N. Co.	On or about 15th inst.
AUSTRALIAN PORTS	SHANGHAI	Brit. str.	—	F. J. Fox	NIPPON YUSEN KAISHA	On 20th inst. at Noon.
AUSTRALIAN PORTS	SHANGHAI	Brit. str.	—	C. Matovich	P. & O. S. N. Co.	On or about 13th inst.
AUSTRALIAN PORTS	SHANGHAI	Brit. str.	—	S. Barchant	SANDEE, WIELER & CO.	To-day, at 4 P.M.
AUSTRALIAN PORTS	SHANGHAI	Brit. str.	—	G. Heermann	SANDEE, WIELER & CO.	On or about 15th inst.
AUSTRALIAN PORTS	SHANGHAI	Brit. str.	—	Hall	DODWELL & CO. LIMITED	To-morrow, at 5 P.M.
AUSTRALIAN PORTS	SHANGHAI	Brit. str.	—	—	—	To-day, at 11 A.M.
AUSTRALIAN PORTS	SHANGHAI	Brit. str.	—	—	—	To-morrow, at 11 A.M.
AUSTRALIAN PORTS	SHANGHAI	Brit. str.	—	—	—	On 16th inst. at Daylight.
AUSTRALIAN PORTS	SHANGHAI	Brit. str.	—	—	—	On 19th inst. at Daylight.
AUSTRALIAN PORTS	SHANGHAI	Brit. str.	—	—	—	To-morrow, at Noon.
AUSTRALIAN PORTS	SHANGHAI	Brit. str.	—	—	—	To-day, at 5 P.M.
AUSTRALIAN PORTS	SHANGHAI	Brit. str.	—	—	—	On 15th inst. at 4 P.M.
AUSTRALIAN PORTS	SHANGHAI	Brit. str.	—	—	—	On 20th inst. at Noon.
AUSTRALIAN PORTS	SHANGHAI	Brit. str.	—	—	—	On 27th inst. at Daylight.
AUSTRALIAN PORTS	SHANGHAI	Brit. str.	—	—	—	To-day, at Noon.
AUSTRALIAN PORTS	SHANGHAI	Brit. str.	—	—	—	To-day, at 4 P.M.

SHIPPING.

ARRIVALS.
Sept. 10, LAWADA, British transport, 2,124, T. J. Grier, Shanghai 7th September.
Sept. 11, ENEIDI, British str., 1,484, D. Clark, Moji 5th Sept., Coal—GIBB, LIVINGSTON & CO.
Sept. 11, EMPRESS OF JAPAN, British str., 5,904, H. Fyhus, R.N.R., Vancouver 20th August and Shanghai 8th Sept., Mails and General—O. P. Marshall, str., 1,604, A. Anker, Cardiff 10th July, Coal—SANDER, WIELER & CO.
Sept. 12, CHOYANG, British str., 1,194, G. H. Bowker, Shanghai 5th September and Swatow 10th, General—JARDINE, MATHESON & CO.
Sept. 12, HOSHIMA MARU, Jap. str., 2,035, S. Yoshizawa, Moji 7th Sept., General—NIPPON YUSEN KAISHA.
Sept. 12, TAIYUAN, Amer. str., 1,269, Patterson, Newchwang 4th Sept. and Chiao 5th, General—CHINESE.
Sept. 12, THALES, British str., 820, Passmore, Swatow 10th Sept., General—DOUGLAS LAPELLE & CO.
Sept. 12, ROSSETTA, British str., 2,639, C. C. Talbot, R.N.R., Yokohama 5th Sept., Mails and General—P. & O. S. N. Co.
Sept. 12, NORDEN, British transport, 3,005, C. Willis, Rangoon 31st August.
Sept. 12, KOTO MARU, Japanese str., 1,640, T. Sakurai, Moji 5th Sept., Coal—MITSUI BUSSAN KAISHA.
Sept. 12, WARORA, British transport, 2,565, J. R. P. Alexander, R.N.R., Rangoon 31st August.
Sept. 12, MAIZURU MARU, Japanese str., 667, Ogata, Tamsui, Amoy and Swatow 11th Sept., General—MITSUI BUSSAN KAISHA.
Sept. 12, HILGLEN, British str., 2,501, Palford, Singapore 5th Sept., General—DODWELL & CO., LTD.
Sept. 12, SHARPEN, Norw. str., 1,024, Tolleson, Manila 9th Sept., Ballast—SANDER, WIELER & CO.
Sept. 12, LUSON, German str., 1,030, Jackson, Bangkok 2nd Sept., Rice—MELCHERS & CO.
Sept. 12, ADAMANT, Portuguese cruiser, 1,800, Antonio Julio d'Oliveira Andrae, Macao 10th September.
Sept. 12, TIGER, German gunboat, 900, von Mittelstedt, Swatow 11th September.

CLEARANCES.

At the Harbour Master's Office.
12th September.
Receiving, British str. for Swatow.
Tamsui, Amoy, str. for Canton.

DEPARTURES.

Sept. 12, NURANI, British transport for Bombay.
Sept. 12, CANNING, British transport for B. Bay.
VESSELS IN DOCK.
ABERDEEN DOCK—U.S.S. Monterey, Argus, Longmoon, Olympia, Kong Beng, Tai On, Pakshan, Kongman, U.S.S. Meade, Vigilante, COSMOPOLITAN Dock—Stanford, China.

SHIPPING REPORTS.

The British steamer *Thales*, from Swatow 10th Sept., had strong E. to S.E. wind and sea, heavy squalls, high S.E. swell. In Swatow German gunboat *Tiger*, British gunboat *Mohawk* and British steamer *Huchang*.
The British steamer *Despatch*, from Shanghai 5th Sept. and Swatow 10th, had strong N.E. monsoon and high sea to Swatow. From Swatow strong N.E. gale and high sea, wind going round to S.E. with typhoon squalls, much rain and high confused sea to this port.
The British steamer *Despatch*, from Moji 5th Sept., had strong N. and N.E. winds with high following sea and overcast threatening sky. Off Lamook encountered heavy S.E. swell, wind backing to E. and E.S.E., making high confused sea, accompanied with squalls of hurricane force and thick heavy rain.

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM TO YOKOHAMA AND KOBE.
THE Company's Steamship
"MARQUIS BACQUEHEM."
Captain A. Billafer, will leave for the above places on SUNDAY, the 16th instant, at DAYLIGHT.
For Freight or Passage, apply to
SANDER, WIELER & CO., Agents.
Hongkong, 10th September, 1900. [2384]

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

POSTPONEMENT.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship
"HAICHING."
Captain Hall, will be despatched for the above ports TO-DAY, the 13th inst., at 11 A.M.
For Freight or Passage, apply to
DOUGLAS LAPELLE & CO., General Managers.
Hongkong, 12th September, 1900. [2385]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.

THE Company's Steamship
"MELPOMENE."
Captain C. Matovich, will leave for the above place TO-DAY, the 13th inst., at 4 P.M.
For Freight or Passage, apply to
SANDER, WIELER & CO., Agents.
Hongkong, 8th September, 1900. [9]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SANDAKAN.

THE Company's Steamship
"MAUSANG."
Captain Cox, will be despatched as above TO-DAY, the 13th inst., at 4 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & CO., General Managers.
Hongkong, 10th September, 1900. [2389]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship
"PARRAMATTA."
Captain A. Symons, carrying Her Majesty's Mails, will be despatched from this Port on SATURDAY, the 15th September, 1900, at Noon, taking passengers and cargo for the above ports.
Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay without transhipment.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
A. M. MARSHALL, Acting Superintendent.
Hongkong, 3rd September, 1900. [1]

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUZ.

THE Steamship
"GLENEK"
will be despatched for the above port on or about 15th September, 1900.
To be followed by Steamship
"ANAPA,"
about 15th October.
For Freight, apply to
SHEWAN, TOMES & CO., Agents.
Hongkong, 20th August, 1900. [2223]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship
"MAIZURU MARU."
Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 16th inst., at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 10th September, 1900. [15]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"EMPRESS OF JAPAN," Comdr. H. Pybus, R.N.R., WEDNESDAY, 26th Sept., 1900
"EMPRESS OF CHINA," Comdr. R. Archibald, R.N.R., WEDNESDAY, 24th Oct., 1900
"EMPRESS OF INDIA," Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 21st Nov., 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Service, and to European Officials in the Service of China and Japan Government.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for some of its recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent, Pedder Street.

Hongkong, 30th August, 1900. [9]

HAMBURG-AMERIKA LINIE NORDDEUTSCHER LLOYD

(FREIGHT SERVICE) (FREIGHT SERVICE)

Taking Cargo at through-rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TEWES, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. DESTINATIONS. SAILING DATES.
SIBIRIA (HAMBURG & HAMBURG) On 18th inst. Freight and Passage.
Capt. Braun (London with transshipment in Hamburg) September
SAXONIA (HAMBURG & HAMBURG) About 2nd Freight.
Capt. Jager (London with transshipment in Hamburg) October
ASTORIA (NEW YORK VIA SUZ CANAL) About 10th Freight.
Capt. Hildebrandt (London with transshipment in Hamburg) October
BAMBERG (HAMBURG & HAMBURG) About 21st Freight.
Capt. Jacobs (London with transshipment in Hamburg) October
KONIGSBERG (HAMBURG & HAMBURG) About 30th Freight and Passage.
Capt. Schulder (London with transshipment in Hamburg) October
* These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.
For further particulars as to Freight, Passage, etc., apply to
CARLOWITZ & CO., AGENTS.
HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.
Hongkong, 10th September, 1900. [13]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.
HOSHIMA MARU (BOMBAY, SINGAPORE and CO.) THURSDAY, 13th Sept., at Noon.
YAWATA MARU (NAGASAKI, KOBE and YOKO.) THURSDAY, 20th Sept., at Noon.
KAWACHI MARU (MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID) FRIDAY, 21st Sept., at DAYLIGHT.
SHINANO MARU (SYDNEY and MELBOURNE, VIA MANILA THURSDAY ISLAND, TOWNVILLE & BRISBANE.) FRIDAY, 28th Sept., at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office at Prince's Building, First Floor, Canton Road.

A. S. MIHARA, Manager.
Hongkong, 4th September, 1900. [12]

VESSELS ON THE BERTH

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI & KOBE	TIENTSIN	About 19th Sept.	Freight.
LONDON &c.	PARRAMATTA	Noon, 15th Sept.	See Special Advertisement.
SHANGHAI	BENJAL	About 15th Sept.	Freight or Passage.
YOKOHAMA & VINA	ROSETTA	About 15th Sept.	(Passing through the Island GASKI & KOBE) Sea. Freight or Passage.
LONDON	SHANGHAI	About 20th Sept.	Freight or Passage.

For Further Particulars, apply to
A. M. MARSHALL, Acting Superintendent.
Hongkong, 10th September, 1900. [1]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON, LAND PASSENGERS AND LEGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	THURSDAY	SAILING DATE.
PREUSSEN (Hamburg-Amerika Linie)	WEDNESDAY	20th September.
SACHSEN	WEDNESDAY	3rd October.
OLDENBURG	WEDNESDAY	17th October.
BAYERN	WEDNESDAY	14th November.
STUTTGART	WEDNESDAY	28th November.
KONIG ALBERT	WEDNESDAY	12th December.
PRINZ HEINRICH	WEDNESDAY	26th December.
PREUSSEN	WEDNESDAY	9th January, 1901.
PREUSSEN	WEDNESDAY	23rd January, 1901.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	6th February, 1901.
SACHSEN	WEDNESDAY	20th February, 1901.
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	6th March, 1901.

ON THURSDAY, the 20th day of September, 1900, at Noon, the Steamship "PREUSSEN" of the Norddeutscher Lloyd, Captain H. Kirchner, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 18th September. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 19th September, and Parcels will be received at the Agency's Office until Noon, on WEDNESDAY, the 19th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., AGENTS.

Hongkong, 7th September, 1900. [9]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer. Tons. Captain. Proposed Sailing.

OLYMPIA 2,837 J. Truebridge Sept. 14

GLENGOLE 2,750 W. Frakes Sept. 18

QUEEN ADELAIDE 2,832 F. McNair Sept. 29

VICTORIA 3,402 J. Pantou Oct. 16

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 27.
Excellent accommodation. First class Table, DOCTOR and STEWARDESSES carried. Passenger to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 24.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery to the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA, or PORTLAND, 22.
The best route to the KLONDIKE GOLD FIELDS. Frequent Sailings from Victoria.

TACOMA and PORTLAND to DYER and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to Canadian and United States Points.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railway and Navigation Co., Portland, Oregon, Goods Shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

Rates of Passage to other Points on application

VESSELS ON THE BERTH
FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"AFRIDI"
will be despatched for the above port on or about the 16th instant, and will be followed by the Steamship
"MARIA DE LARRINAGA"
on or about the 25th instant.
For Freight, apply to
DODWELL & CO., Ltd.,
Agents.
Hongkong, 11th September, 1900. [2368]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, ROME AND TRIESTE.
(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, MALTA, VENICE AND ADRIATIC PORTS).
THE Company's Steamship

"CHINA."
Captain R. Mayer, will be despatched as above on MONDAY, the 17th inst.
Silk and Valuable are transhipped on arrival at Bombay into an accelerated liner.
For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 11th September, 1900. [6]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"GLAUCUS."
Captain Barville, will be despatched as above on TUESDAY, the 18th September.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th August, 1900. [2099]

FOR PORTLAND, OREGON.

(Booking Cargo for San Francisco and OVERLAND POINTS).
THE Steamship

"SKARISNO."
will be despatched on or about TUESDAY, the 18th inst.
For Freight, apply to
T. M. STEVENS & CO.,
4, Queen's Road Central.
Hongkong, 13th September, 1900. [2365]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 18, at Noon.
CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 13, at Noon.
CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Nov. 8, at Noon.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA AND HONOLULU, on TUESDAY, the 18th September, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have the choice of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.
Hongkong, 29th August, 1900. [3]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SVATOV, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU."
Captain S. Atsami, will be despatched for the above ports on WEDNESDAY, the 19th Sept., at DAYLIGHT.

For Freight, apply to
THE MITSUBI BUREN KAISHA,
Agents.
Hongkong, 9th September, 1900. [1443]

VESSELS ON THE BERTH.
CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU, TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

"BERGENHUS" 3,606 Tons, on 18th Sept.

THE Steamship "BERGENHUS" will be despatched for SAN DIEGO and SAN FRANCISCO, VIA SHANGHAI, MOJI, KOBÉ, YOKOHAMA AND HONOLULU, on TUESDAY, the 18th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan. [14]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL, DIRECT (TAKING CARGO AT LONDON RATES).
THE Company's Steamship

"HECTOR."
Captain Barr, will be despatched as above on THURSDAY, the 20th September.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 24th August, 1900. [2303]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 6, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 30, at Noon.

THE Twin-Screw Steamship

"HONGKONG MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, AND HONOLULU on SATURDAY, the 6th October, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have the choice of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.
Hongkong, 13th September, 1900. [5]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service, hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

VESSELS ON THE BERTH
UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"ORWELL"
will be despatched as above on or about the 25th instant.
For Freight, apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 5th September, 1900. [2358]

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ALCINOUS"
Captain Palford, will be despatched as above on TUESDAY, the 2nd October.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 29th August, 1900. [2273]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG-AMERICA LINE HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.
THE full-powered Steamship

"ASTORIA."
Captain Hildebrandt, will be despatched for the above port on or about 10th October.

For Freight, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 31st August, 1900. [2317]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"PATROCLUS."
Captain Dickens, will be despatched as above on TUESDAY, the 16th October.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 7th September, 1900. [2374]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong.

HONGKONG, 31st August, 1900.

HONGKONG.

AMERICAN MARU, Jap. str., 3,353, Going, Sept. 1.

TOYO KISEN KAISHA, British str., 1,486, Clark, Sept. 11.

Bisignio, Italian str., 1,510, Maganzini, Sept. 5.

Chihli, British str., 1,058, Newcomb, Sept. 10.

China, German steamer, 1,113, Voss, Sept. 6.

Choyang, British str., 1,195, Bowker, Sept. 12.

City of Peking, Amr. str., 3,128, Smith, Sept. 11.

Clary, German steamer, 673, Hansen, Sept. 9.

Dauterode, German str., 1,031, Petersen, Sept. 7.

Empress of Japan, British str., 5,904, Pybus, Sept. 11.

Esmeralda, British str., 966, Blundell, Aug. 31.

Fansang, British str., 1,410, Mitchell, Sept. 9.

Florida, Dutch steamer, 2,325, Omeland, Sept. 1.

Glengyle, British str., 2,300, Hill, Sept. 10.

Glengyle, British str., 2,399, Frazer, Sept. 10.

Hatching, British str., 1,267, Hall, Sept. 9.

Hating, French steamer, 750, Bast, Sept. 9.

Hilphen, British str., 2,501, Palford, Sept. 12.

Hiroshima Maru, Jap. str., 2,035, Yoshiyama, Sept. 12.

Iburi Maru, Jap. str., 1,564, Okuma, Sept. 5.

Kinchang, British str., 1,223, Young, Sept. 9.

Kong Beng, German str., 862, Fuchs, Aug. 23.

Kyoto Maru, Jap. str., 1,640, Sakurai, Sept. 12.

Loongman, Ger. str., 1,245, Schulz, Aug. 24.

Loongang, British str., 1,039, Weigall, Sept. 10.

Loosch, German str., 1,020, Jackson, Sept. 12.

Maidara Maru, Jap. str., 667, Orata, Sept. 12.

Nanyang, Ger. str., 933, Lehmann, Sept. 9.

Olympia, British str., 1,739, Truebridge, Sept. 3.

Pakhan, British str., 1,235, Jenkins, Aug. 31.

Patroling, British str., 3,548, Dickens, Sept. 7.

Phra C. K. Rao, British str., 1,012, McJellan, Sept. 8.

Phraming, German str., 1,021, Calder, Sept. 6.

R. cis, Austrian str., 1,694, Anich, Sept. 11.

Rosatti, British str., 2,039, Talbot, Sept. 12.

S. O. S. N. Co. Skarysno, Norw. str., 1,024, Tøllersen, Sept. 12.

Sander, Wierler & Co. Taisner, Amr. str., 1,260, Patterson, Sept. 12.

Thales, British str., 820, Passmore, Sept. 12.

Tiger, Norwegian str., 2,116, Wold, Sept. 8.

Sierra Estrella, British ship, 1,337, Farmer, July 8, Dodwell & Co., Limited.

Standard Oil Co.

Topgull, Amr. bark, 1,200, Summault, Aug. 31.

Westgate, British ship, 1,830, Neville, Aug. 9.

Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alcora, despatch-boat, 2,000 h.p., Comdr. C. G. M. Crockett, at Shanghai.

Algeria, sloop, 6 guns, 1,100 h.p., Comdr. R. H. Johnston, at Taku.

Argonaut, British battleship, 11,000, Capt. G. H. Clery, R.N., at Hongkong.

Aurora, quier, 12 guns, 8,500 h.p., Capt. E. H. Bayly, at Newchwang.

Barfleur, little-ship, 14 guns, 9,000 h.p., Capt. G. I. S. Warrander, at Taku.

Bonaventure, cruiser, 10 guns, 7,000 h.p., Capt. J. C. Sawle, at Shanghai.

Brisk, cruiser, 6 guns, 5,600 h.p., Comdr. Sir R. S. Wray, at Singapore.

Britannia, gunboat, Capt. Philip Walter, at Hongkong.

Centuria, flag-ship, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, at Shanghai.

Daphne, sloop, 8 guns, 1,400 h.p., Comdr. C. W. Johnston, at Taku.

Dido, cruiser, 2nd class, Capt. P. F. T. Elford, at Weihaiwei.

Endymion, cruiser, 12 guns, 10,000 h.p., Capt. G. A. Callaghan, at Taku.

Esq, gunboat, 3 guns, 200 h.p., Lieut. and Comdr. C. Chadwick, at Shanghai.

Fame, torpedo-boat destroyer, 6 guns, 5,700 h.p., Lieut. and Comdr. Roger Keyes, Peiho River.

Firebrand, gun-boat, 4 guns, 350 h.p., in reserve, at Hongkong.

Goliath, little-ship, 16 guns, 12,500 tons, 11,400 h.p., Capt. Lewis E. Wintz, at Shanghai.

Handy, torpedo-boat destroyer, 6 guns, 4,000 h.p., in reserve, at Hongkong.

Hart, torpedo-boat destroyer, 6 guns, h.p., 4,000 in reserve, at Shanghai.

Hermione, cruiser, 10 guns, 7,000 h.p., Capt. R. S. D. Cunningham, Nanking.

Hummer, storeship, Comdr. H. J. Davison, at Shanghai.

Isis, cruiser, 2nd class, Capt. G. M. Henderson, at Amoy.

Janus, torpedo-boat destroyer, Lieut. and Comdr. R. G. Corbett, left England.

Linnat, gun-vessel, 2 guns, 870 h.p., Comdr. Wm. W. Smythe, at Kinkiang.

Lizard, gunboat, Lieut. John G. Watson, at Hongkong.

Marathon, cruiser, Capt. John G. M. Field, at Chinkiang.

Mariner, cruiser, Capt. F. W. Freeman, at Swatow.

Orlando, cruiser, 12 guns, 8,500 h.p., Capt. J. H. T. Burke, at Taku.

Offer, torpedo-boat destroyer, Lieut. and Comdr. R. D. Wilkin, D.S.O., at Hongkong.

Peacecock, gun-boat, 6 guns, 720 h.p., Lieut. Commander C. P. R. Coode, at Weihaiwei.

Phoenix, sloop, 6 guns, 1,100 h.p., Comdr. R. G. Fraser, at Taku.

Pigmy, gun-boat, 6 guns, 720 h.p., Lieut. Com. J. P. E. Green, at Wessing.

Pique, cruiser, 8 guns, 3,600 tons, 7,000 h.p., Natl. Def. 9,000 E.D., Capt. H. C. Reynolds, at Hankow.

Plover, gun-boat, 6 guns, 720 h.p., Lieut. Comdr. C. W. Cooper, at North.

Protector, gunboat, Captain W. R. Creswell, C.M.C., at Hongkong.

Reidole, gun-boat, 6 guns, 720 h.p., Lieut. Comdr. Charles F. Corbett, at Canton.

Robin, river gun-boat, Lieut. Comdr. Godfrey G. Webster, West River.

Rosario, sloop, 6 guns, 980 tons, 1,400 h.p., Comdr. A. W. Hamilton, at Chinkiang.

Sandpiper, river gun-boat, 2 guns, Lieut. Com. Carr, West River.

Ships, river gun-boat, 2 guns, 240 h.p., Lieut. Comdr. Oldham, at Wuhu.

Swift, gun-vessel, 2 guns, 870 h.p., in reserve, at Hongkong.

Tamir, receiving ship, Commaoche Francis, Powell, C.B., at Hongkong.

Terre, 1st class cruiser, Capt. Percy M. Scott, C.B., at Weihaiwei.

Tweed, gunboat 3 guns, 200 h.p., in Reserve, at Hongkong.

Undaunted, armoured cruiser, 12 guns, 5,500 h.p., Capt. A. C. Clarke, at Shanghai.

Wallace, cruiser, Capt. Nore, at Kinkiang.

Walrus, surveying ship, 450 h.p., Lieut. Comdr. W. O. Lyle, at Shanghai.

Whiting, torpedo-boat destroyer, 6 guns, 5,900 h.p., Lieut. and Comdr. Mackenzie, North.

Wivern, coast defence ship, armoured, 4 guns, 1,000 h.p., at Hongkong.

Woodcock, gunboat, 2 guns, 560 h.p., Lieut. and Comdr. H. W. R. Watson, at Yangtze.

Woodlark, gunboat, 2 guns, 550 h.p., Lieut. Comdr. H. E. Hillman, at Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Adamastor, Portuguese cruiser, Capt. Antonio J. d'Almeida, at Hongkong.

Admiral Korniloff, Russian protected cruiser, 36 guns, 9,000 h.p., Capt. Jaboloff, at Nagasaki.

Admiral Nakhimoff, Russian cruiser, 9,000 h.p., at Tientsin.

D'Entrecasteaux, French flag-ship, 14 guns, 13,500 h.p., Capt. de Marolles, at Japan.

Desceartes, French cruiser, Captain Philibert, at Japan.

POST OFFICE NOTICES.

Parcel Mails for Europe, &c., per s.s. *Paromatta*, will close at 3 p.m. on Friday, the 14th inst.

The *Bengal*, with the English Mail of the 17th August, left Singapore on Monday, the 10th inst., at 1 p.m., and may be expected here on or about Saturday, the 15th inst. This Packet brings replies to letters despatched from Hongkong on 16th July.

The *Galle*, with the American Mail of the 21st ult., left Yokohama on Monday, the 10th inst., at daylight, and may be expected here on or about Tuesday, the 18th inst.

MAILS WILL CLOSE.

TO	PER	DAY AND HOUR.
Swatow, Amoy and Foochow	<i>Hiroshima Maru</i>	Thursday, 13th, 10.00 A.M.
Singapore, Colombo and Bombay	<i>Samahai</i>	Thursday, 13th, 4.00 P.M.
Manila and Swatow	<i>Samahai</i>	Thursday, 13th, 4.00 P.M.
Manila	<i>Samahai</i>	Thursday, 13th, 4.00 P.M.
Bangkok	<i>Samahai</i>	Thursday, 13th, 4.00 P.M.
Hoihow, Singapore and Bangkok	<i>Samahai</i>	Thursday, 13th, 4.00 P.M.
Swatow	<i>Samahai</i>	Thursday, 13th, 4.00 P.M.
Sandakan	<i>Samahai</i>	Thursday, 13th, 4.00 P.M.
Amoy and Tamsui	<i>Samahai</i>	Thursday, 13th, 4.00 P.M.
Shanghai	<i>Samahai</i>	Thursday, 13th, 4.00 P.M.
Swatow and Bangkok	<i>Samahai</i>	Thursday, 13th, 4.00 P.M.
Manila	<i>Samahai</i>	Thursday, 13th, 4.00 P.M.

Europe, &c., India via Tuticorin
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)
(Supplementary mail on board up to the time fixed for departure of the Mail. Extra postage 10 cents)

Yokohama and Kobe
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)

Singapore, Penang and Calcutta

Europe &c., India via Tuticorin
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND HONGKONG
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)

TO-MORROW.

Sale, Property, Sales Rooms, Mr. Geo. P. Lammett 3 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

WEDNESDAY, 12th September.

ON LONDON—	
Bank Transfer	2/0 1/2
Bank Bills, on demand	2/0 1/2
Bank Bills, at 30 days sight	2/0 1/2
Bank Bills, at 4 months sight	2/0 1/2
Credit, at 4 months sight	2/0 1/2
Documentary Bills, at 4 months sight	2/0 1/2
ON PARIS—	
Bank Bills, on demand	2/0 1/2
Credit, at 4 months sight	2/0 1/2
ON NEW YORK—	
Bank Bills, on demand	50 1/2
Credit, 60 days sight	51 1/2
ON BOMBAY—	
Telegraphic Transfer	154 1/2
Bank, on demand	154 1/2
ON CALCUTTA—	
Telegraphic Transfer	154 1/2
Bank, on demand	154 1/2
ON SHANGHAI—	
Bank at sight	7 1/2
Private, 30 days sight	7 1/2
ON YOKOHAMA—	
On demand	1 p.c. dis.
ON MANILA—	
On demand	1 p.c. pm.
ON SINGAPORE—	
On demand	4 p.c. pm.
ON BATAVIA—	
On demand	12 1/2
ON HAIKONG—	
On demand	3 p.c. pm.
ON SAIGON—	
On demand	2 1/2 p.c. pm.
ON BANGKOK—	
On demand	60
SOVEREIGNS, Bank's Buying Rate	3.65
GOLD LEAF, 100 fine, per tael	51
BAR SILVER, per oz.	28 1/2

OPIUM.

Quotations are—	Allow 1/2 net to 1 cutty.
Malwa New	8850 to 8850
Malwa Old	8850 to 8850
P. P. per wrapper	8850 to 8850
Persian fine quality	8850 to 8850
Persian extra fine	8850 to 8850
Patna Old	8850 to 8850
Patna New	8850 to 8850
Benares Old	8850 to 8850

VESSELS EXPECTED.

THE INDIAN MAIL.
The Indo-China steamer *Kennings*, from Calcutta and Straits, left Singapore for this port on Friday, the 7th inst., at 5 p.m.

THE ENGLISH MAIL.
The P. & O. steamer *Bongal*, left Singapore for this port on the 10th inst., at 1 p.m., with the outward English mail, and is due here on the 15th inst., at about 6 a.m.

THE GERMAN MAIL.
The N. D. L. steamer *Sachsen*, carrying the German mails with dates from Berlin of the 20th August, left Colombo on Friday, p.m., the 7th inst., and may be expected here on or about Tuesday, the 18th inst.

THE AMERICAN MAIL.
The O. & C. steamer *Gedie*, with mails, &c., from San Francisco to the 21st ult., via Honolulu, has arrived at Yokohama, and left for this port on the 10th inst., via Inland Sea, Kobe, Nagasaki and Shanghai on the 25th ult.

THE AUSTRALIAN MAIL.
The N. D. L. steamer *Königsberg*, from Hamburg, left Singapore for this port on the 11th inst., and may be expected here on or about the 16th inst.

THE AUSTRALIAN MAIL.
The Austrian Lloyd's steamer *China*, left Moji for this port on Monday morning, 10th inst.

THE AUSTRALIAN MAIL.
The Austrian Lloyd's steamer *Margaria*, left Yokohama for this port on Saturday night, the 8th inst.

JOINT STOCK SHARES.

Hongkong, 11th September.

Stocks.	No. of Shares.	Issue.	Paid Up.	Last Dividend.	Closing Quotations.
BANKS.					
Hongkong and Shanghai Banking Corporation	80,000	125	125	30-div. at 1/11 1/2 = \$15.00 per share for 1st half year 1900	314 p. c. p. = \$517 1/2
Bank of China & Japan, Ltd.	100,875	48	48	None	21
Do. Deferred	1,250	21	21	None	25.5a.
National Bank of China, Ltd.	10,070 A	40	40	2 1/2 for 1899	\$26, sales and buyers
Do. Founders' Shares	29,955 B	40	40	2 1/2 for 1899 = \$1.36 for 98	\$26, buyers
Do. Founders' Shares	750 A	41	41	None	\$20.
MARINE INSURANCE.					
Union Ins. Society, Ltd.	10,000	\$250	\$250	30 p. c. = \$18 for 1899	\$255, buyers
China Traders Ins. Co., Ltd.	24,000	\$84.33	\$25	10 p. c. for 1899 = \$24.00	\$27, sellers
North China Ins. Co., Ltd.	5,000	210	225	10 p. c. = \$10 for 1899	21a. 16 1/2, sellers
Yangtze Ins. Assoc., Ltd.	8,000	\$100	\$50	20-10 p. c. for 1897	\$121, sellers
Canton Insurance Office, Ltd.	10,000	\$250	\$50	\$11 for 1899	\$130, buyers
Marine Insurance Co., Ltd.	30,000	\$100	\$20	5 p. c. for 1899	\$1.
FIRE INSURANCE.					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$50	\$27 for 1898	\$295, sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$20	\$9 for 1898	\$77, buyers
SHIPPING.					
Hongkong, Canton and Amoy S. S. Co., Ltd.	80,000	\$15	\$15	\$120 for half year ended 30/6/1900	\$303, buyers
Indo-China S. S. Co., Ltd.	60,000	410	410	10 p. c. = \$2.25 for 1899	\$81, sellers
China & Manila S. S. Co., Ltd.	6,000	\$50	\$50	20 p. c. for 1899	\$65, old sellers
Do. do.	14,000	\$50	\$50	12 p. c. for 1899	\$41, sellers
Do. do.	20,000	\$50	\$50	12 p. c. for 1899	\$41, sellers
China Mutual S. S. Co., Ltd.	20,000	410	410	10 p. c. = \$2.25 for 1899	\$81, buyers
Do. Ordinary	20,000	410	410	10 p. c. = \$2.25 for 1899	\$81, buyers
Do. do.	10,000	\$10	\$10	\$10.05 = 12 p. c. for 1899	\$41.
Star Ferry Co., Limited	18,000	410	410	10 p. c. = \$2.25 for 1899	\$81, buyers
Shell Transport & Trading Co., Limited	20,000	\$100	\$100	10 p. c. = \$2.25 for 1899	\$81, buyers
REFINERIES.					
China Sugar Refining Co., Ltd.	20,000	\$100	\$100	10 p. c. = \$2.25 for 1899	\$81, buyers
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	10 p. c. = \$2.25 for 1899	\$81, buyers
Mining.					
Punjab Mining Co., Ltd.	60,000	\$8	\$8	None	\$4.75, sellers
Do. Preference	30,000	\$1	\$1	None	\$1.
Societe Fran. des Char. bouillies du Tonkin	10,000	25a.	25a.	None	\$250, buyers
Queens Mines, Limited	400,000	25a.	25a.	None	\$17 cents, buyers
Jelebu Mining and Trading Company, Ltd.	45,000	\$5	\$5	None	\$10, sellers
Gold Australian Gold Mining Co., Limited	200,000	41	10/10	None	\$53, buyers
Oliver's Freehold Mines, Limited	A 15,000	\$5	\$5	None	\$3.
Do. do.	B 45,000	\$5	\$4	None	\$2, sellers
Great Eastern and Cal. Gold Mining Co., Ltd.	110,000	\$4	\$3	None	10 cents
Do. Preference	70,000	\$1	\$1	None	40 cents
DOCKS, WHARVES, &c.					
Hongkong and Whampoa Dock Co., Limited	12,000	\$125	\$125	10 p. c. = \$12.50 for 1899	\$155, buyers
Hongkong and Whampoa Dock Co., Limited	20,000	\$50	\$50	10 p. c. = \$5.00 for 1899	\$60, buyers
Wharf and G. Co., Ltd.	2,000	\$100	\$97 1/2	10 p. c. = \$9.75 for 1899	\$20 1/2, sellers
Wanchai Warehouse and Storage Co., Ltd.	4,000	\$100	\$100	10 p. c. = \$10.00 for 1899	\$100, buyers
Now Amy Dock Co., Ltd.	4,000	\$100	\$100	10 p. c. = \$10.00 for 1899	\$100, buyers
LANDS, HOTELS & BUILDINGS.					
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	10 p. c. = \$10.00 for 1899	\$100, buyers
Kowloon Land & B. Co., Ltd.	6,000	\$50	\$50	10 p. c. = \$5.00 for 1899	\$50, buyers
West Point Building Company, Limited	12,000	\$50	\$50	10 p. c. = \$5.00 for 1899	\$50, buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	10 p. c. = \$5.00 for 1899	\$50, buyers
Hampshire Est. & Fin. Co.	55,000	\$10	\$10	10 p. c. = \$1.00 for 1899	\$10, buyers
COTTON MILLS.					
Ewo Cotton Spinning and Weaving Co., Ltd.	17,500	10a.	10a.	10 p. c. = \$1.00 for 1899	\$10, buyers
Wing Wo Cotton Spinning and Weaving Co., Ltd.	10,000	10a.	10a.	10 p. c. = \$1.00 for 1899	\$10, buyers
Loong-hing Cotton Spinning and Weaving Co., Ltd.	8,000	10a.	10a.	10 p. c. = \$1.00 for 1899	\$10, buyers
Soy Chee Cotton Spinning and Weaving Co., Ltd.	7,000	10a.	10a.	10 p. c. = \$1.00 for 1899	\$10, buyers
Yehloong Cotton Spinning and Weaving Co., Ltd.	7,000	10a.	10a.	10 p. c. = \$1.00 for 1899	\$10, buyers
MISCELLANEOUS.					
Green Island Cement Co., Ltd.	50,000	\$10	\$10	10 p. c. = \$1.00 for 1899	\$10, buyers
China Portland Cement Co., Ltd.	7,500	\$20	\$15	10 p. c. = \$1.50 for 1899	\$15, buyers
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	10 p. c. = \$1.00 for 1899	\$10, buyers
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	10 p. c. = \$1.00 for 1899	\$10, buyers
Hongkong and China Gas Company, Limited	7,000	210	210	10 p. c. = \$21.00 for 1899	\$210, buyers
Hongkong S. S. Co., Ltd.	10,000	\$50	\$50	10 p. c. = \$5.00 for 1899	\$50, buyers
Geo. Fenwick & Co., Ltd.	5,000	\$25	\$25	10 p. c. = \$2.50 for 1899	\$25, buyers
Hongkong Ice Co., Ltd.	1,250	\$100	\$100	10 p. c. = \$10.00 for 1899	\$100, buyers
Hongkong High-Level Tramways Co., Ltd.	10,000	\$71	\$71	10 p. c. = \$7.10 for 1899	\$71, buyers
General Electric Co., Ltd.	2,000	\$25	\$25	10 p. c. = \$2.50 for 1899	\$25, buyers
Hk. & China Bakery Co., Ltd.	1,000	\$50	\$50	10 p. c. = \$5.00 for 1899	\$50, buyers
Campbell & Co., Ltd.	1,200	\$10	\$10	10 p. c. = \$1.00 for 1899	\$10, buyers
Bell's Asbestos & Agcy., Ltd.	10,000	\$1	\$1	10 p. c. = \$0.10 for 1899	\$1, buyers
United Asbestos Oriental Agency, Limited	100,000	\$1	\$1	10 p. c. = \$0.10 for 1899	\$1, buyers
Tobacco Planting Co., Ltd.	10,000	\$1	\$1	10 p. c. = \$0.10 for 1899	\$1, buyers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$20	\$20	10 p. c. = \$2.00 for 1899	\$20, buyers
Watkins, Limited	1,000	\$10	\$10	10 p. c. = \$1.00 for 1899	\$10, buyers
Universal Trading Co., Ltd.	30,000	\$20	\$20	10 p. c. = \$2.00 for 1899	\$20, buyers

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 11th SEPTEMBER, 1900.

REGISTER, 11th SEPTEMBER, A.M.						
STATION.	Hour.	Barometer. reduced to 32° Fahr.	Thermom- eter. Fahrenheit.	Humidity.	Direction.	Wind Force.
Vladivostok	2 p.					
Tokyo	"					
Kobe	"					
Nagasaki	"					
Kagoshima	"					
Tsushima	2 p.	29.88			NE	0
Taichu	"	29.85			NW	0
Tamoa	"					
Koshu	"					
Pescadore	"					
Gutzlaff	3 p.					
Sharp Peak	"	29.83	82	87	NE	0
Amoy	"	29.82	80	87	NE	0
Swatow	"	29.82	80	87	NE	0
Canton	"	29.82	80	87	E	0
Hongkong	4 p.	29.00	79	87	SE	0
Yia Yia Peak	"				SE	0
Gap Rock	"					
Macao	"	29.60	80		SE	0
Hainan	1 p.	29.84	80	78	W	0
Manila	1 p.	29.84	80	78	W	0
Malate	1 p.					
Bacolor	"					
Iloilo	"	29.77	86		SW	0
Cebu	"	29.80	88		NW	0
C. S. James	"				W	0
2th SEPTEMBER, A.M.						
Vladivostok	7 a.					
Tokyo	10 a.					
Kobe	"					
Nagasaki	"					
Kagoshima	"					
Tsushima	5 a.	29.92				
Taichu	"	29.97				
Tamoa	"	29.80				
Koshu	"	29.83				
Pescadore	9 a.	29.90				
Gutzlaff	"				SE	0
Sharp Peak	"	29.87	81	87	NNE	0
Amoy	"	29.86	84	83	NE	0
Swatow	"					
Canton	"					
Hongkong	10 a.	29.79	82	83	SE	0
Yia Yia Peak	"				SE	0
Gap Rock	"					
Macao	"	29.74	80		S	0
Hainan	7 a.					
Manila	10 a.	29.84	82	82	S	0
Malate	9 a.				SW	0
Bacolor	"				SW	0
Iloilo	"	29.85	85		SW	0
Cebu	"	29.86	80		SW	0
C. S. James	7 a.				W	0